

# City Center Transportation Plan

## February 8, 2007

Falls Church City Council and  
Planning Commission Work Session

Presentation by:  
Ian Lockwood, Glatting Jackson  
Bob Kuhns, Clark Nexsen

# Falls Church Walk About







## Public Meeting Nov. 2, 2006









# WHY DO CITIES EXIST ?



ACCESS MOBILITY

















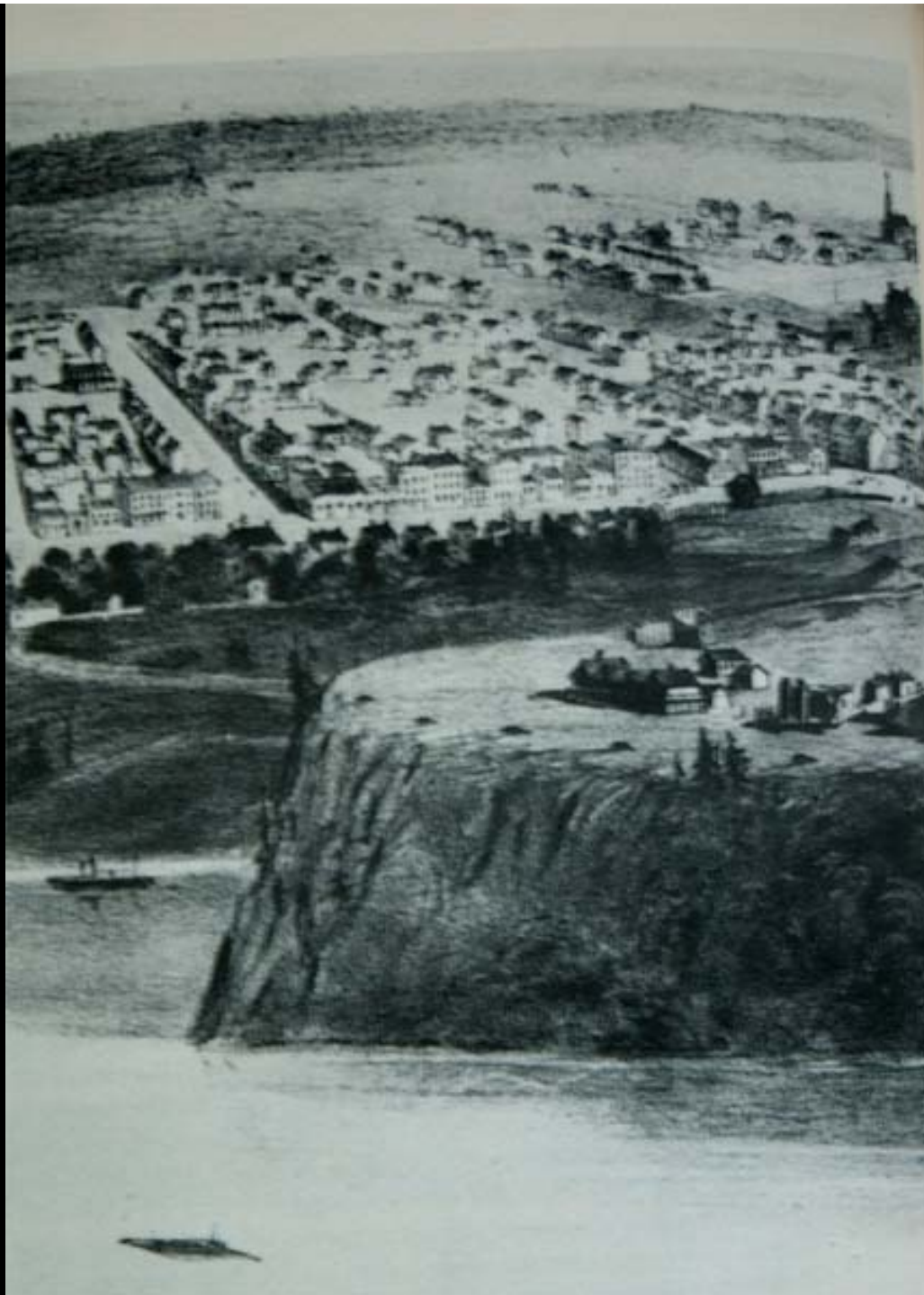




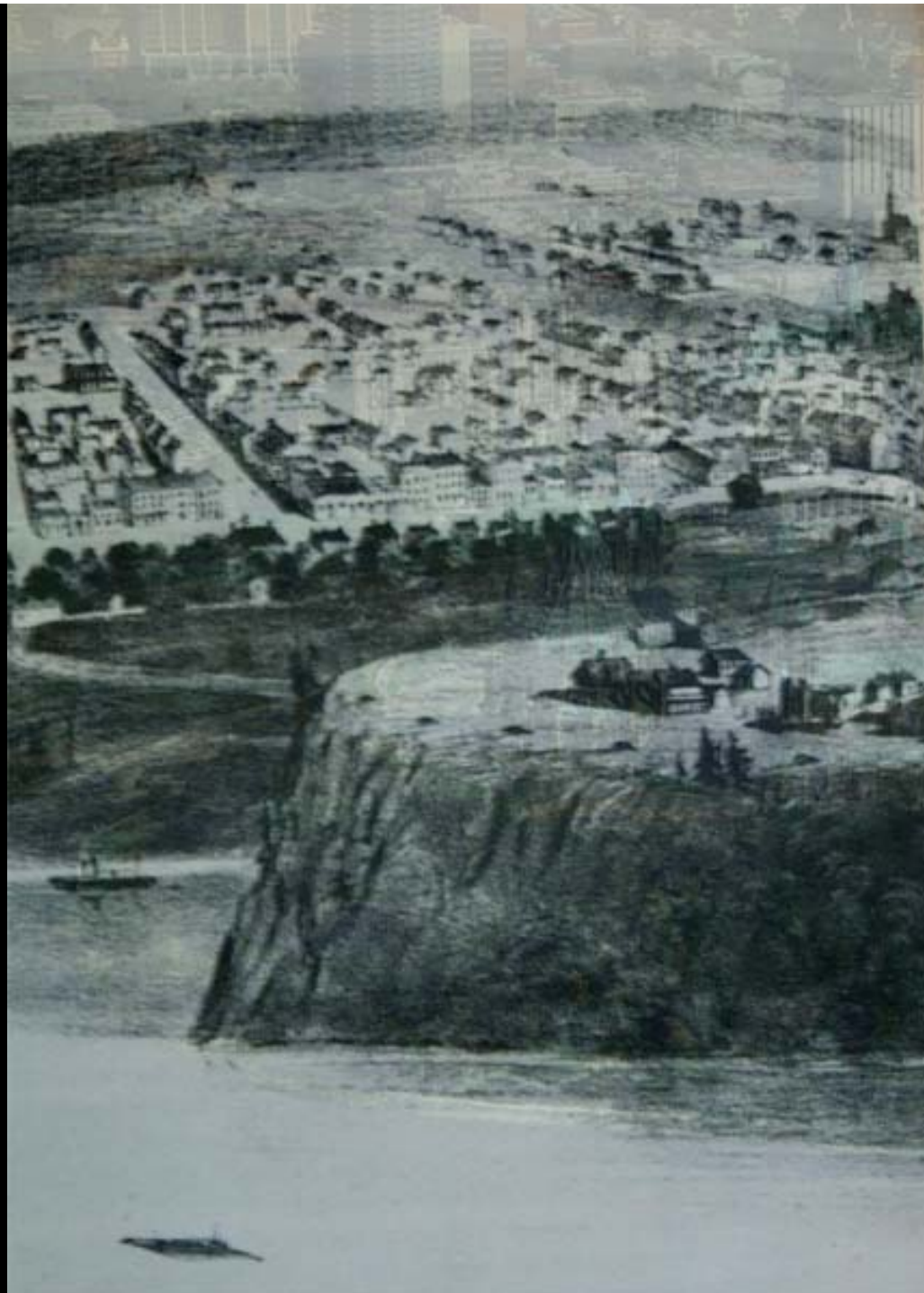






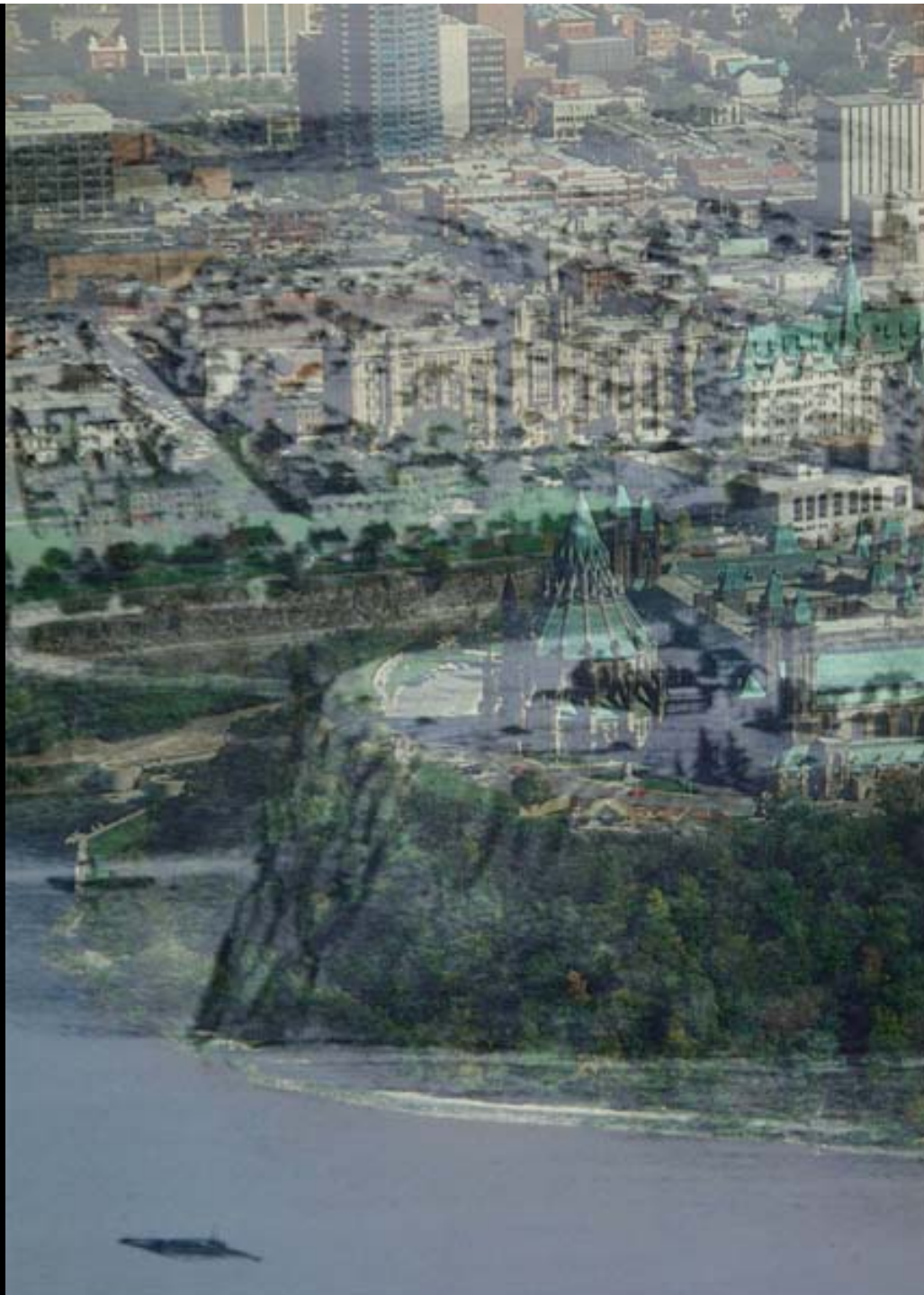












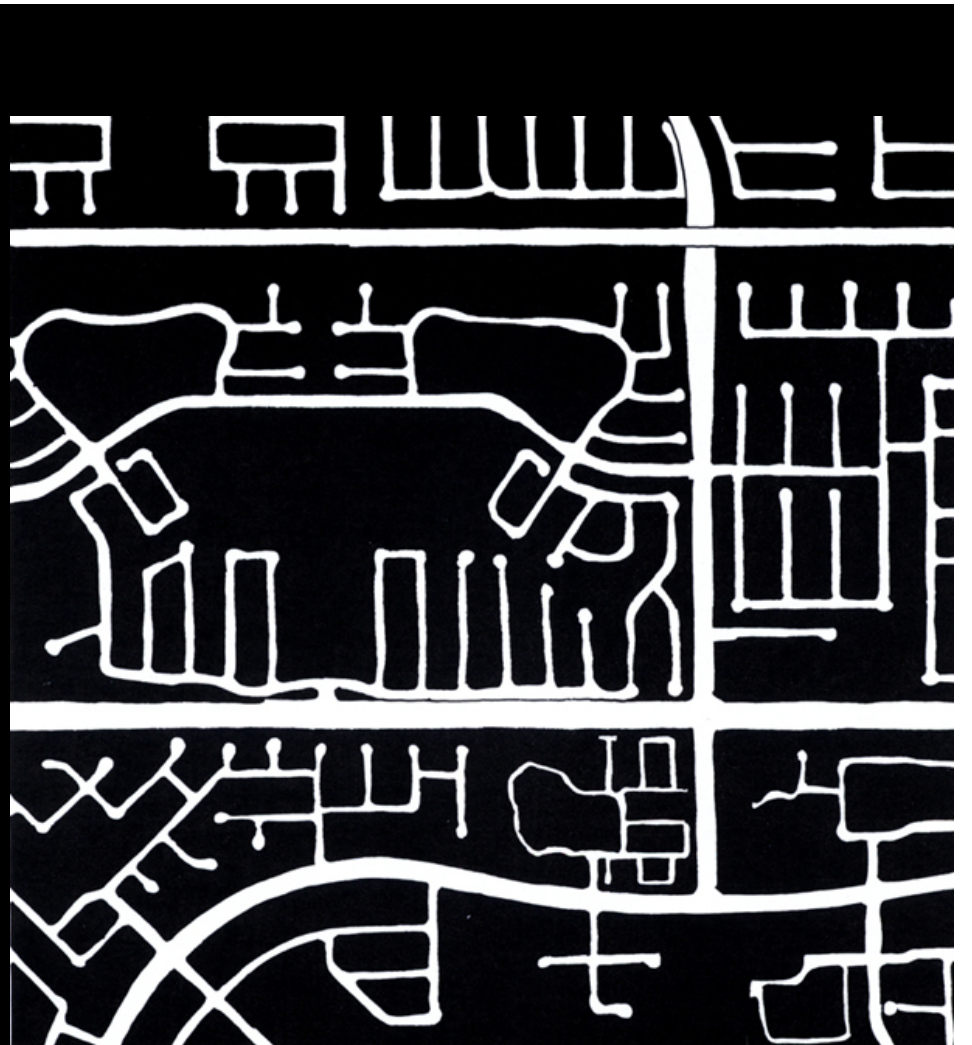








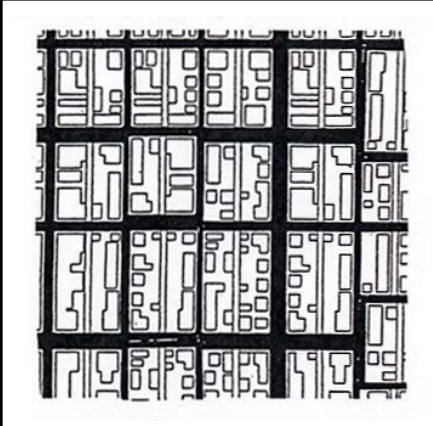




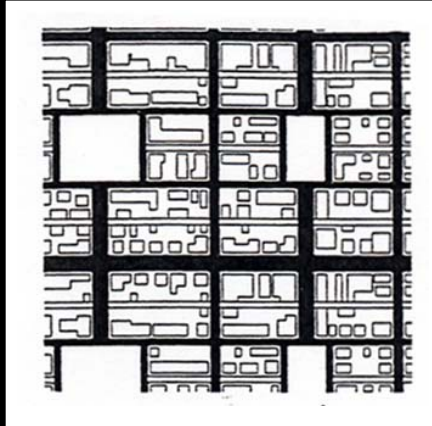




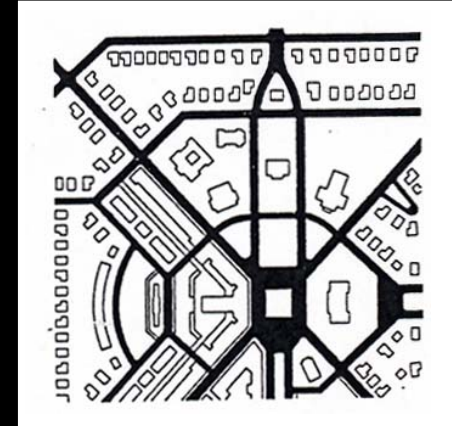
## Connected Street Networks



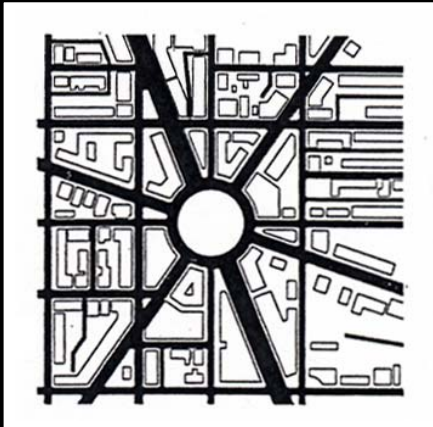
**Grid**



**Grid & Squares**



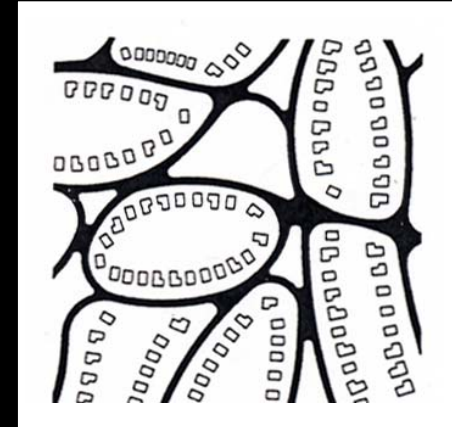
**Web**



**Radial**

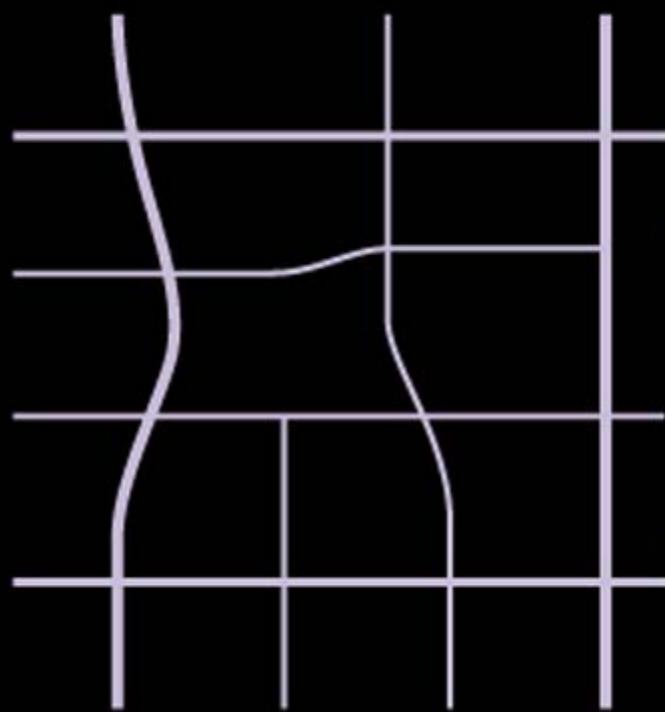


**Irregular**



**Curvilinear**

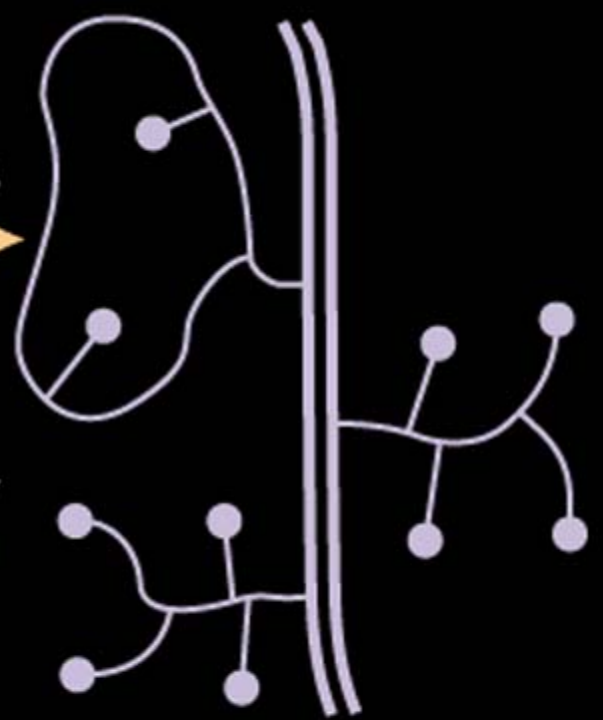




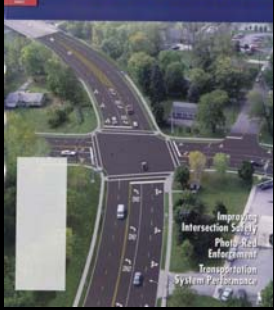
**Network**

Same Lane-Miles  
↔

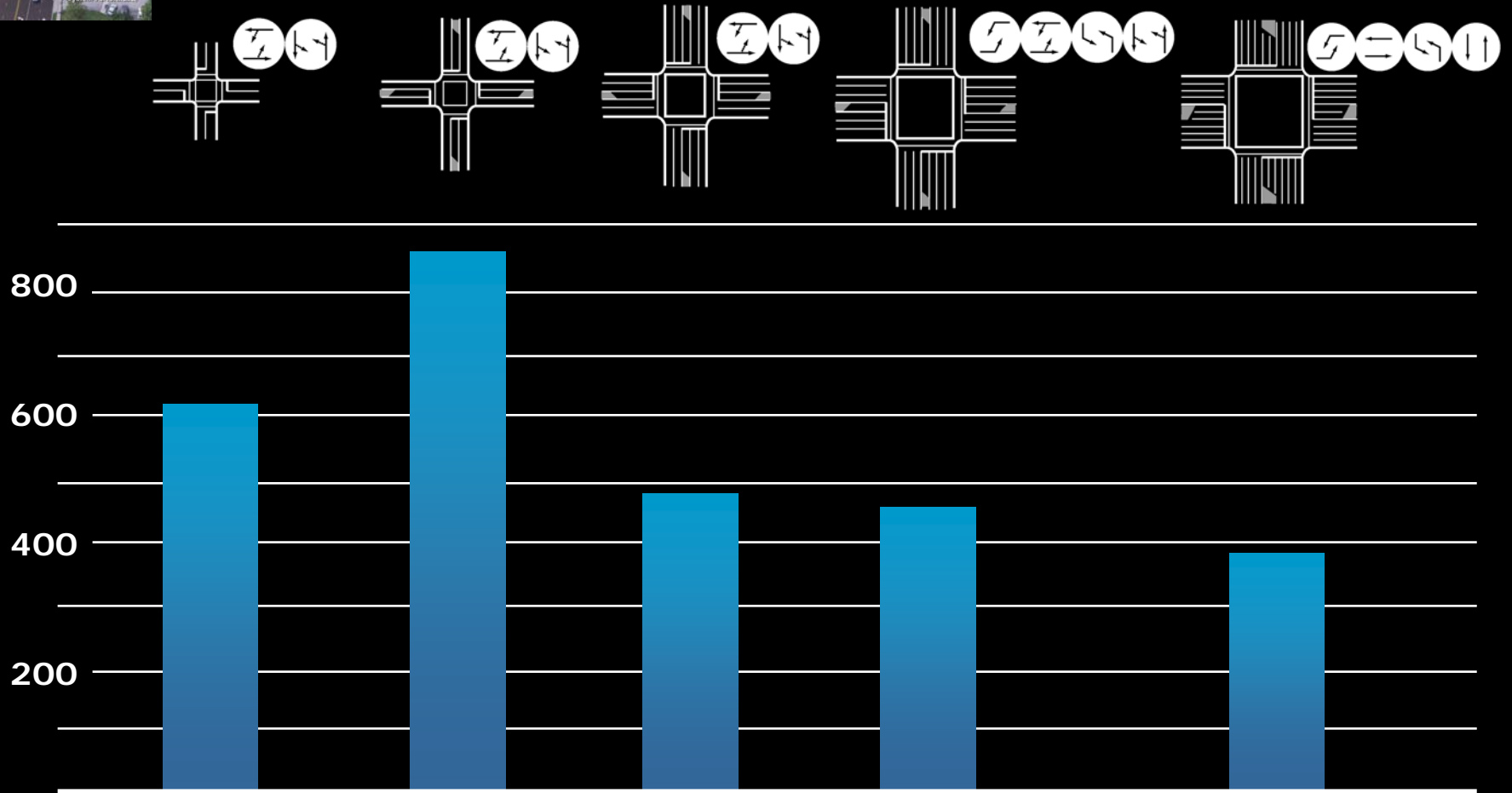
Greater Capacity  
←



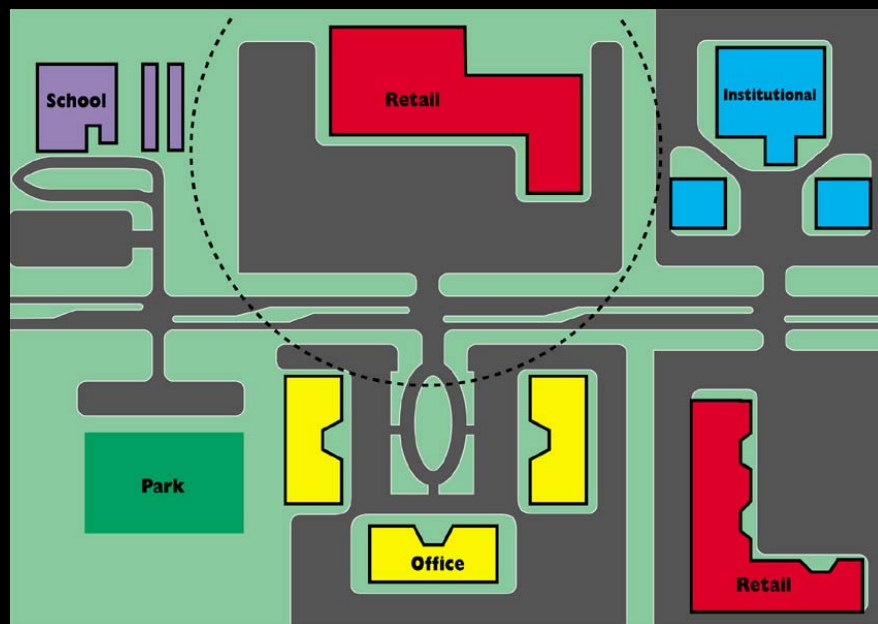
**Sparse Hierarchy**

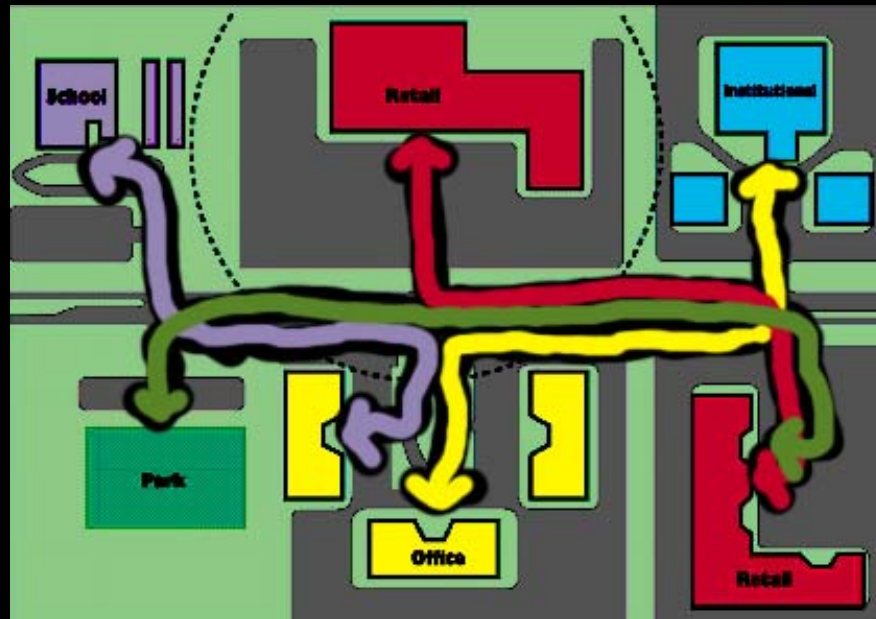


Capacity of Additional Through Lane (VPH)

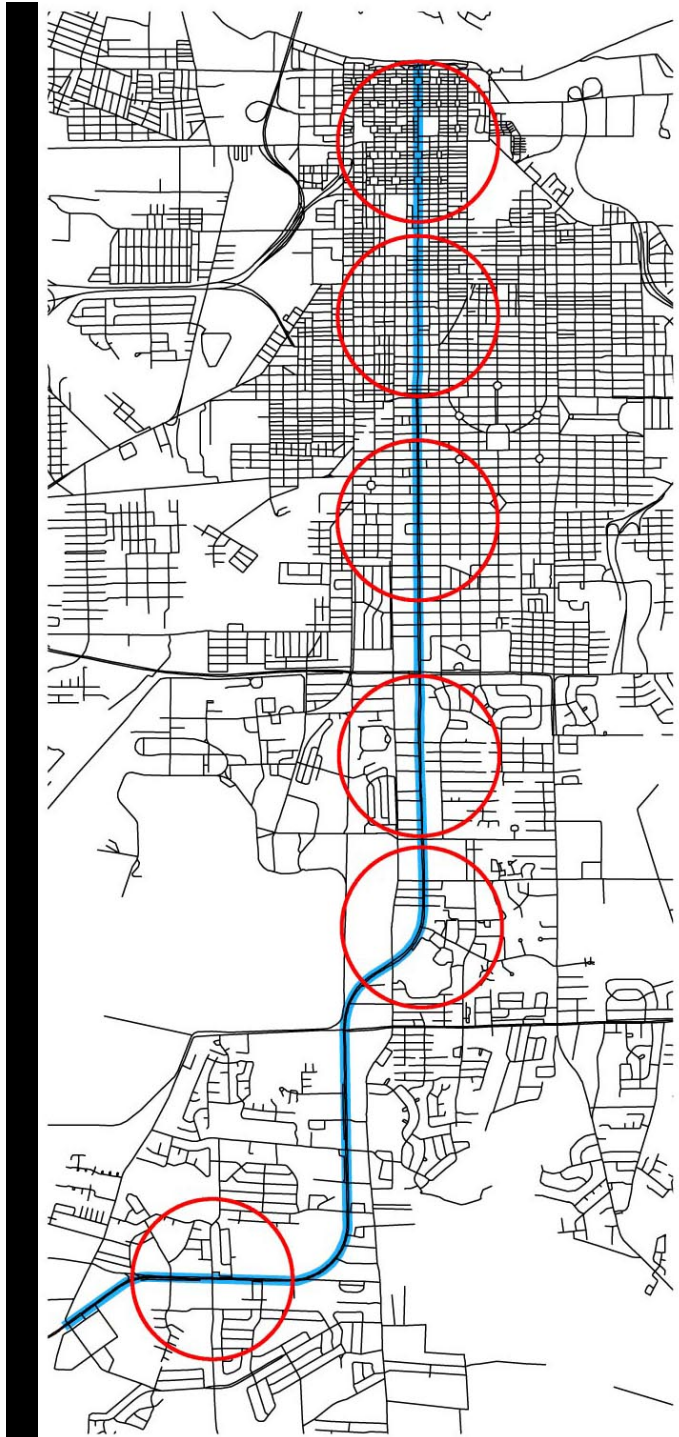








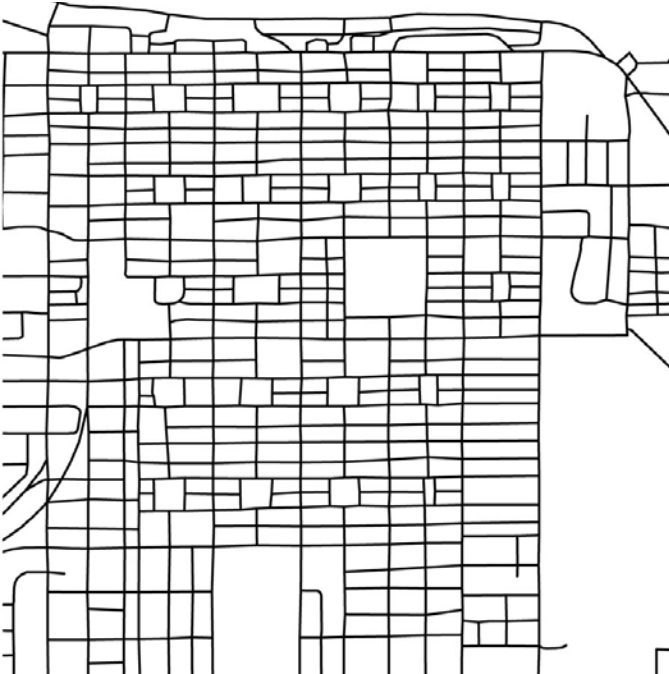




## City Expansion along Abercorn Street

- 10 mile segment
- 200 years of history
- Range of development patterns

## Abercorn Street: Landmark Historic District



10.4  
Miles of  
Streets



10,000  
Sq.Ft per  
Acre  
(Footprint  
Density)





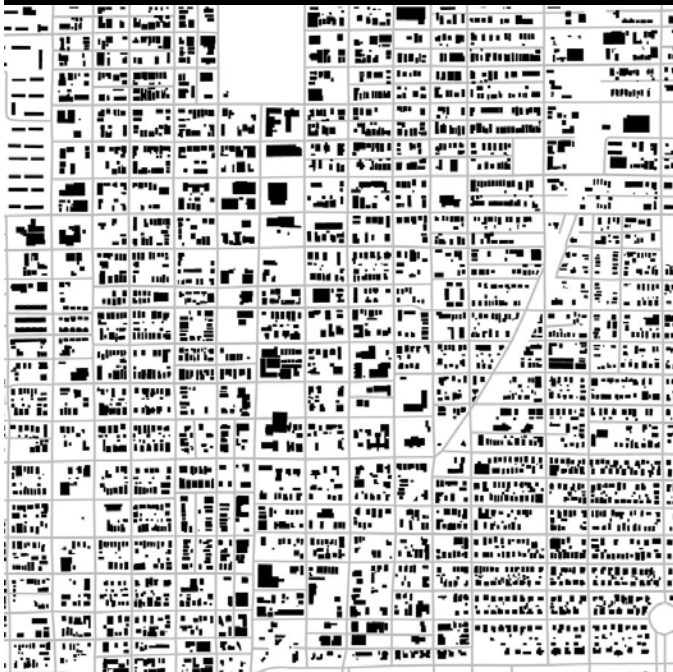
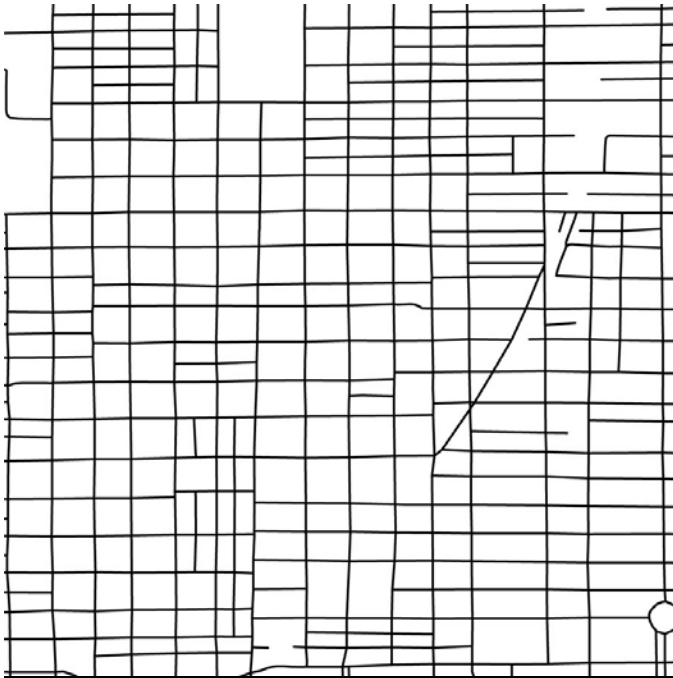
## Abercorn Street: Historic District



8.76 Miles of  
Streets



8,600 Sq.Ft  
per Acre  
(Footprint  
Density)





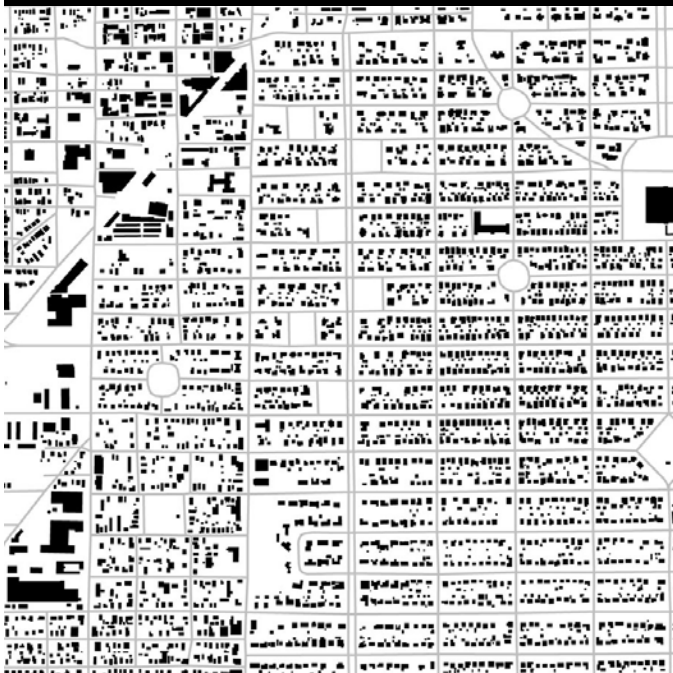
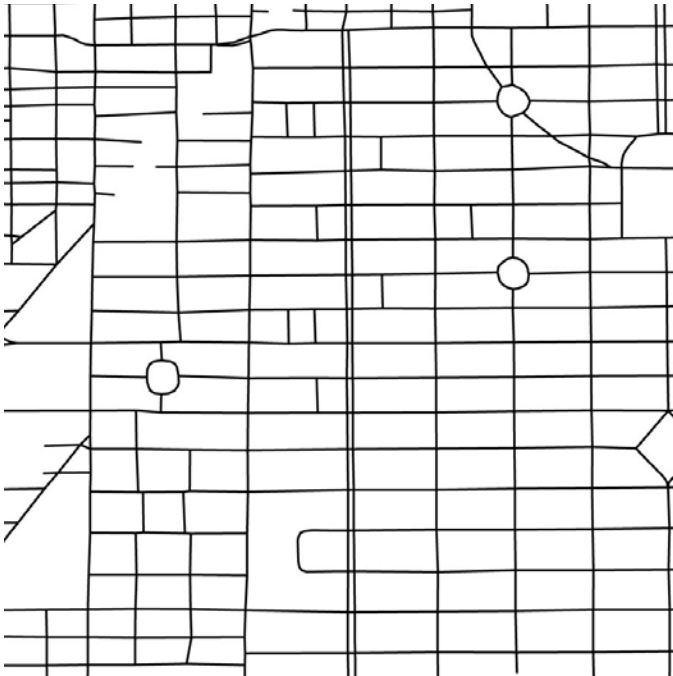
## Abercorn Street: Historic Neighborhoods



6.6 Miles  
of Streets



7,200  
Sq.Ft per  
Acre  
(Footprint  
Density)

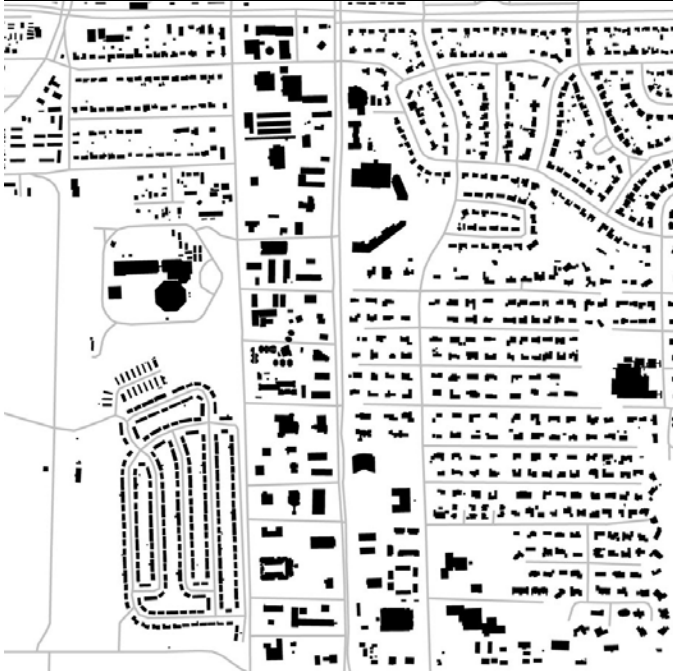




## Abercorn Street: Suburban Pattern

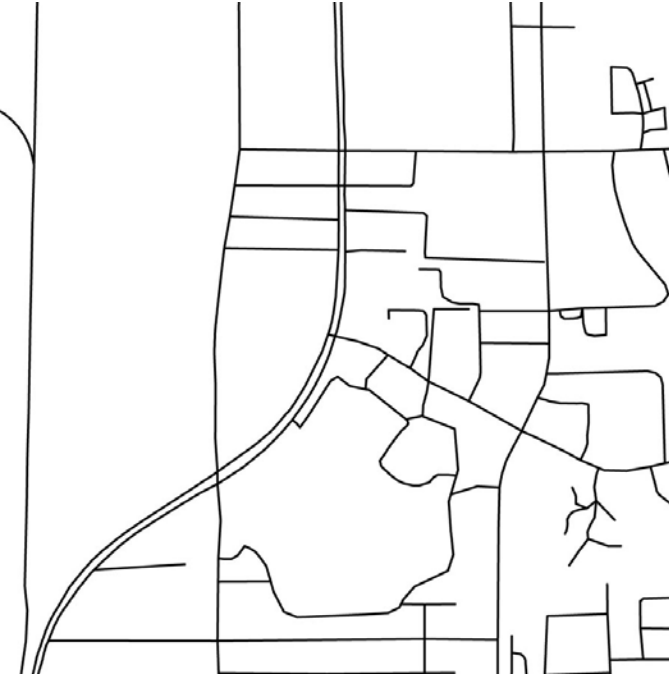


4.3 Miles  
of Streets



6,200 Sq.Ft  
per Acre  
(Footprint  
Density)

## Abercorn Street: Retail Mall District



3.3 Miles  
of Streets



6,700  
Sq.Ft per  
Acre  
(Footprint  
Density)





## Abercorn Street: Big Box Retail with Suburban Residential



3.23  
Miles  
of  
Streets

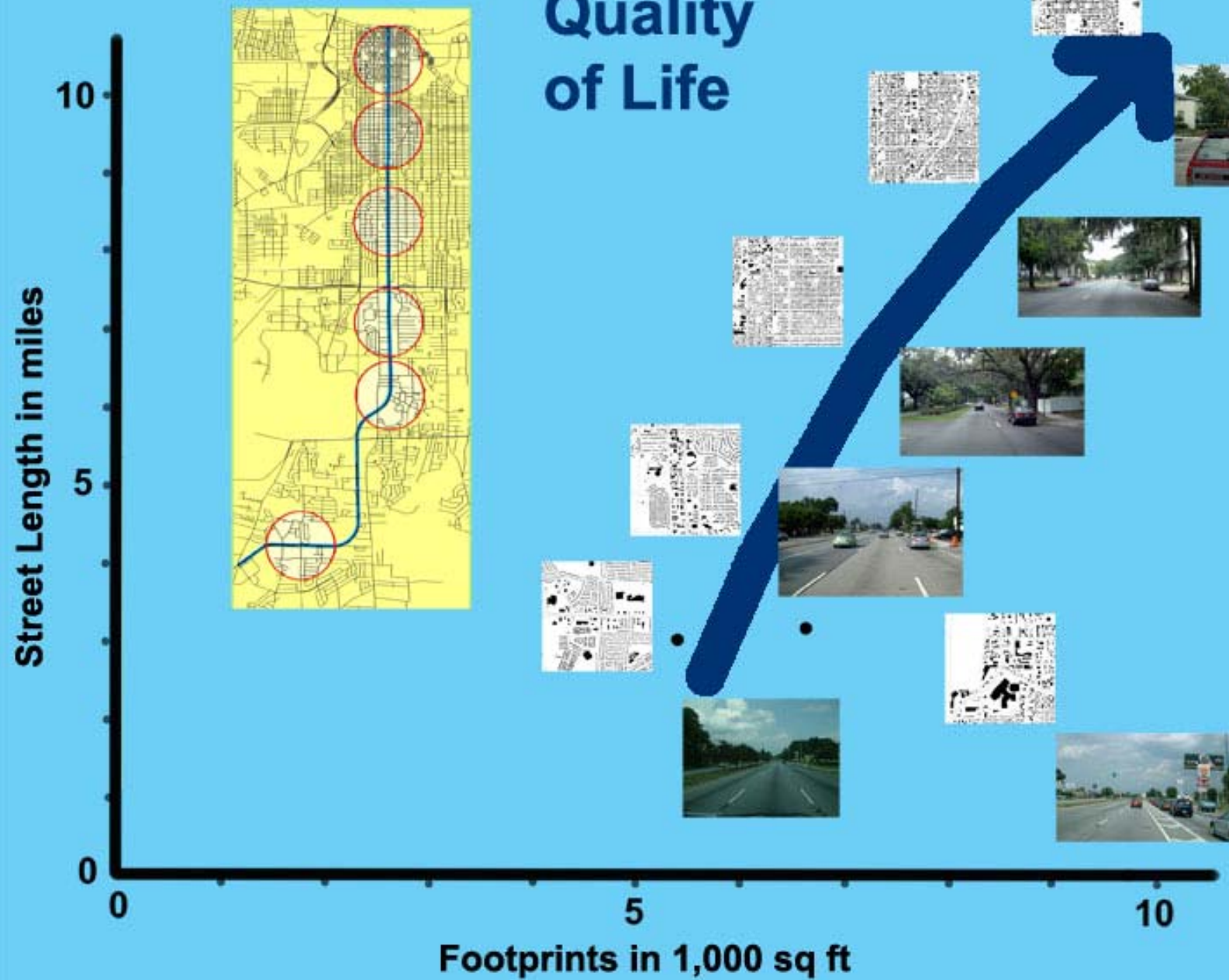


5,500  
Sq.Ft per  
Acre  
(Footprint  
Density)





# Quality of Life

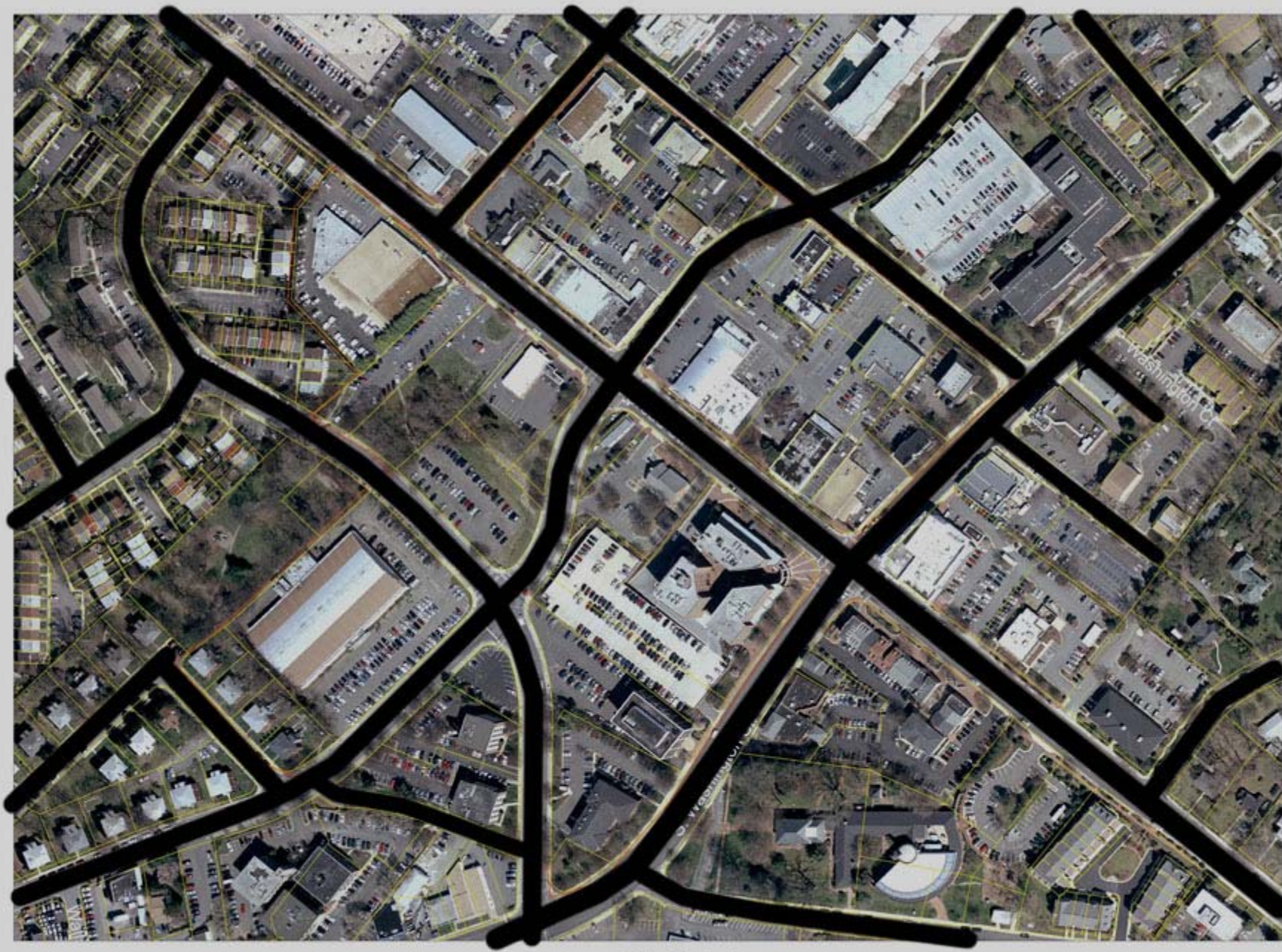






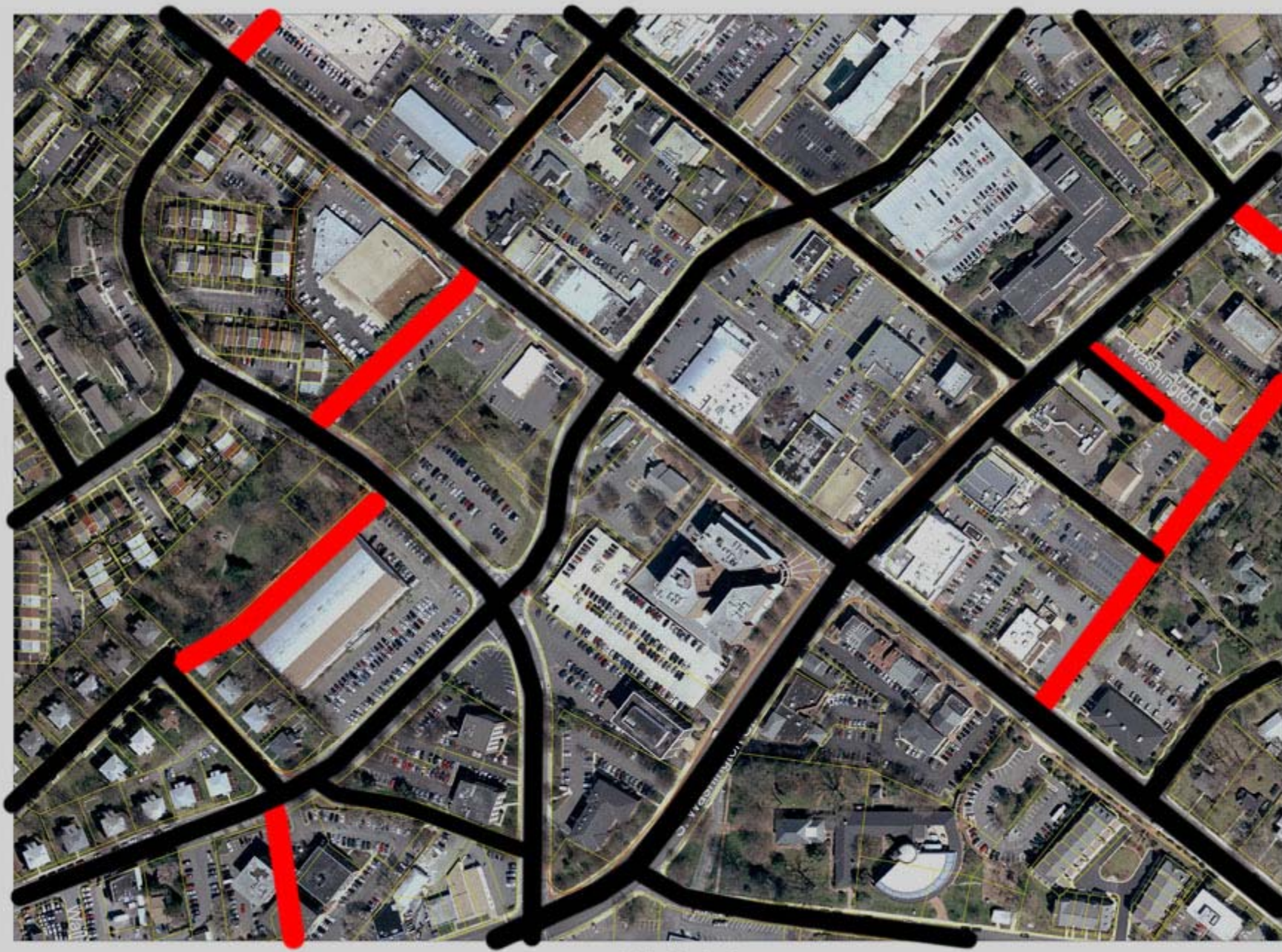
0 10 20 30 40  
Feet  
1:500





0 200 400 600 800 1,000  
Feet

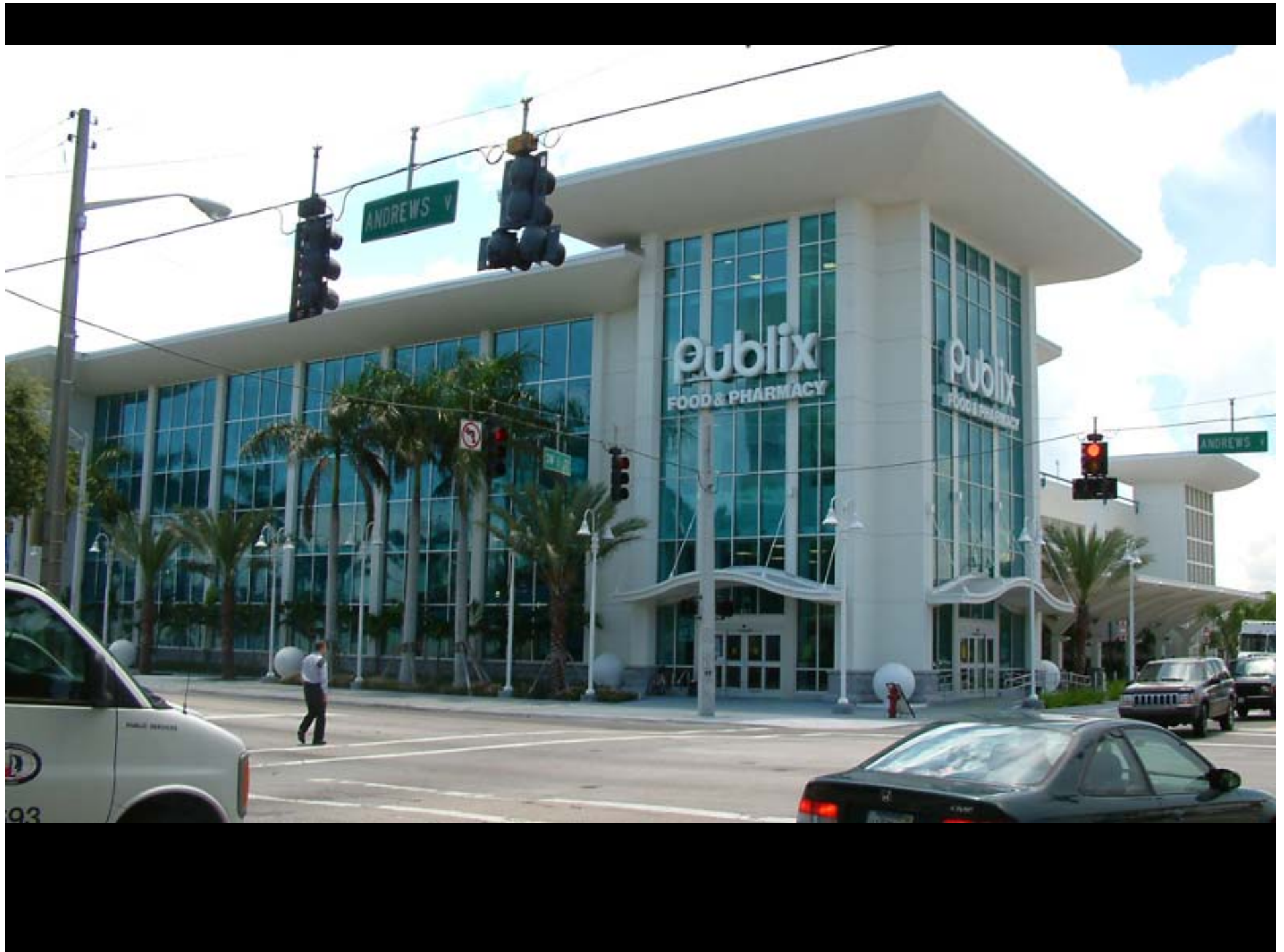




0 50 100 150 200  
Feet





















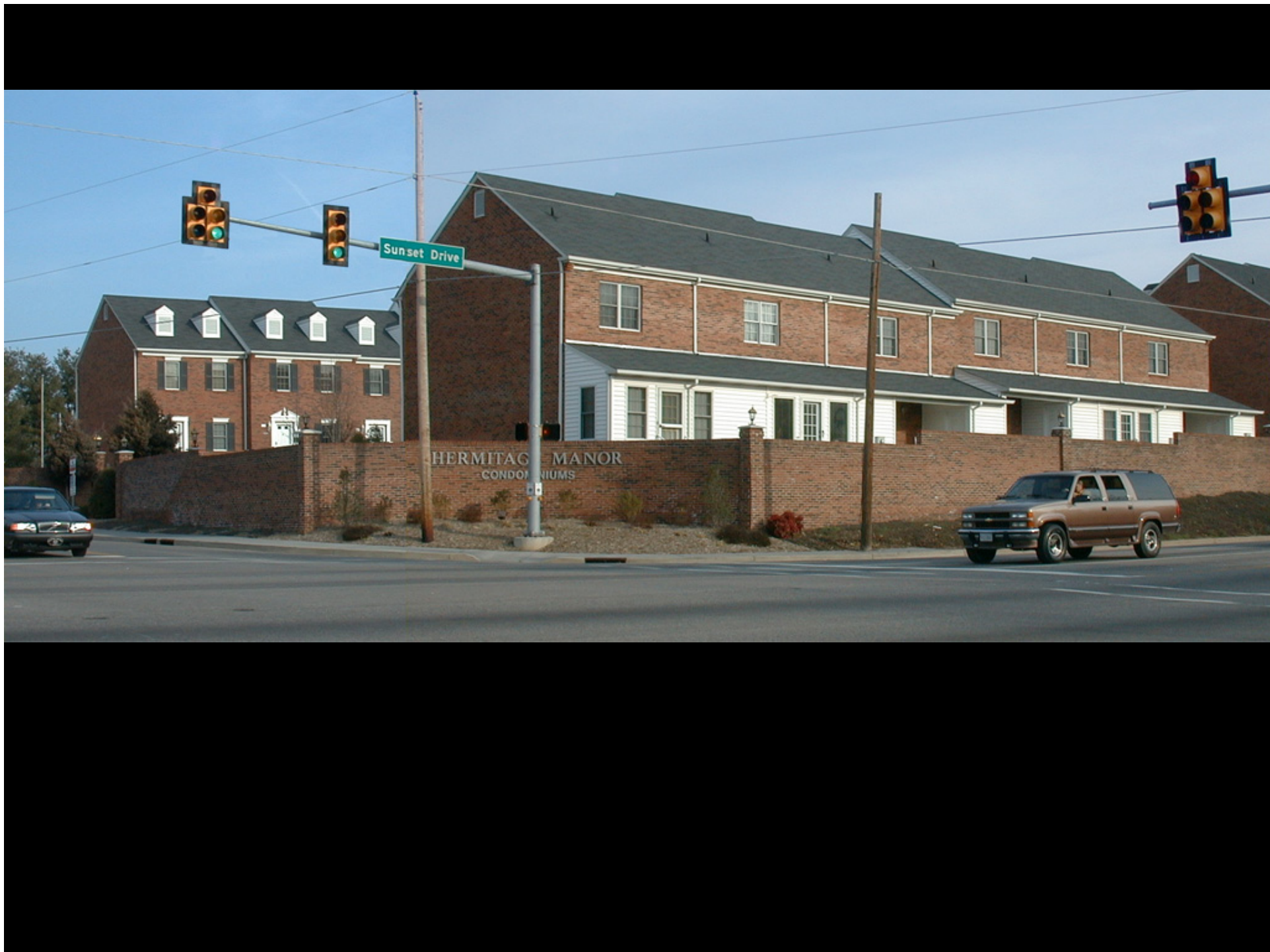






75 units/acre









































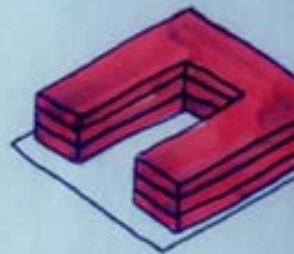
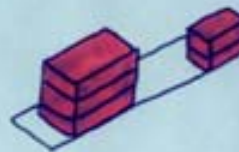


AREA 2 - REGULATING PLAN  
 CLEMATIS STREET DISTRICT,  
 EL CAMPEON BOULEVARD DISTRICT

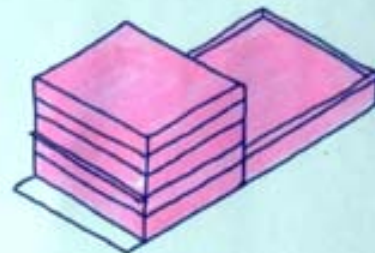




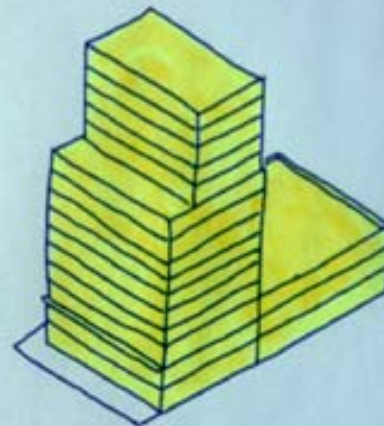
1



2



3



4





EXISTING FIGURE GROUND



EXISTING TRAFFIC CONNECTIONS



EXISTING CONNECTIONS TO THE RIVER



PROPOSED FIGURE GROUND



PROPOSED TRAFFIC CONNECTIONS



PROPOSED CONNECTIONS TO THE RIVER



TRANSPORTATION ELEMENTS  
THE HEIGHTS











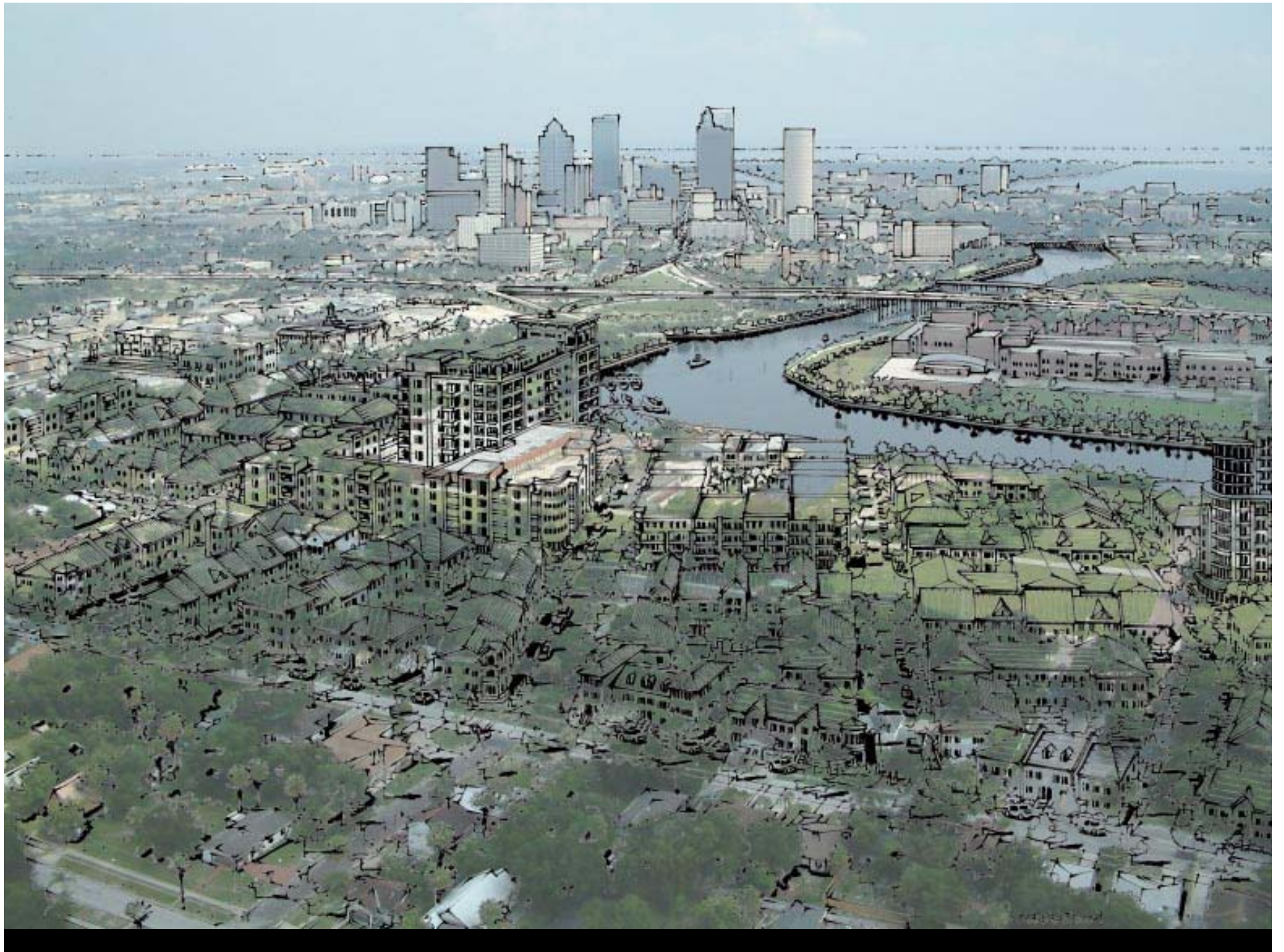










































**Existing Network**



**Future Network**











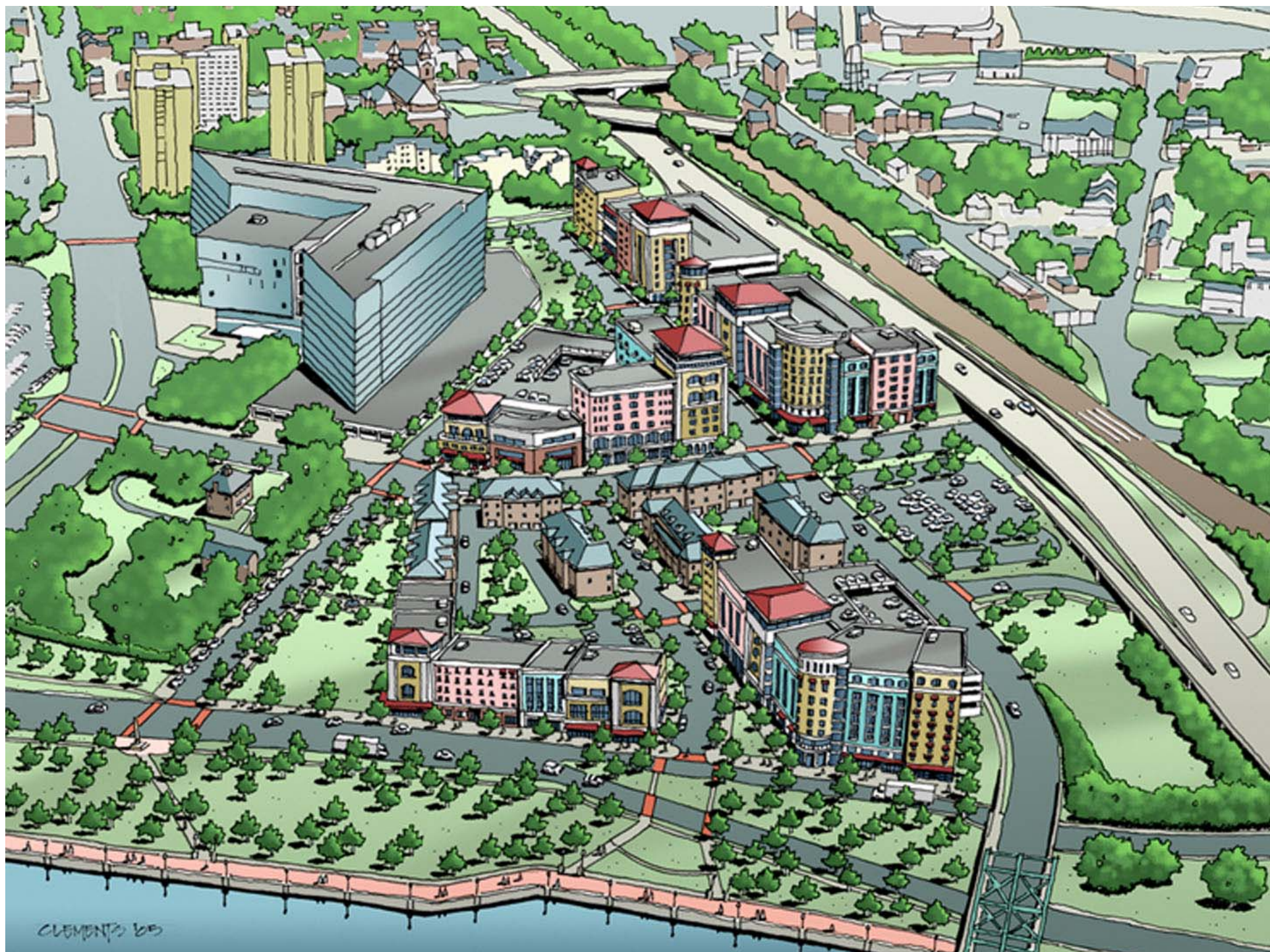




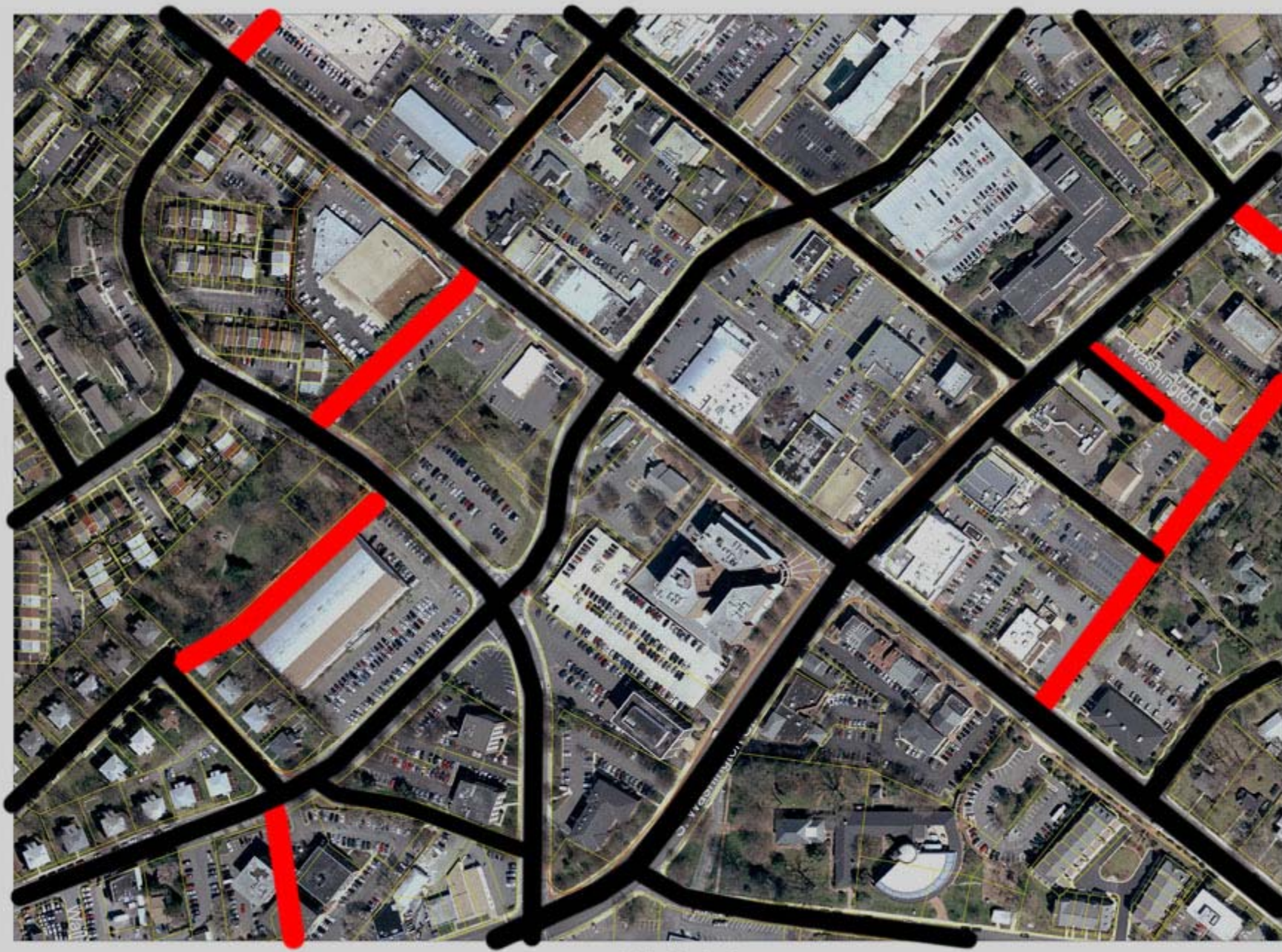












0 50 100 150 200  
1:500





0 50 100 150 200  
1:800

































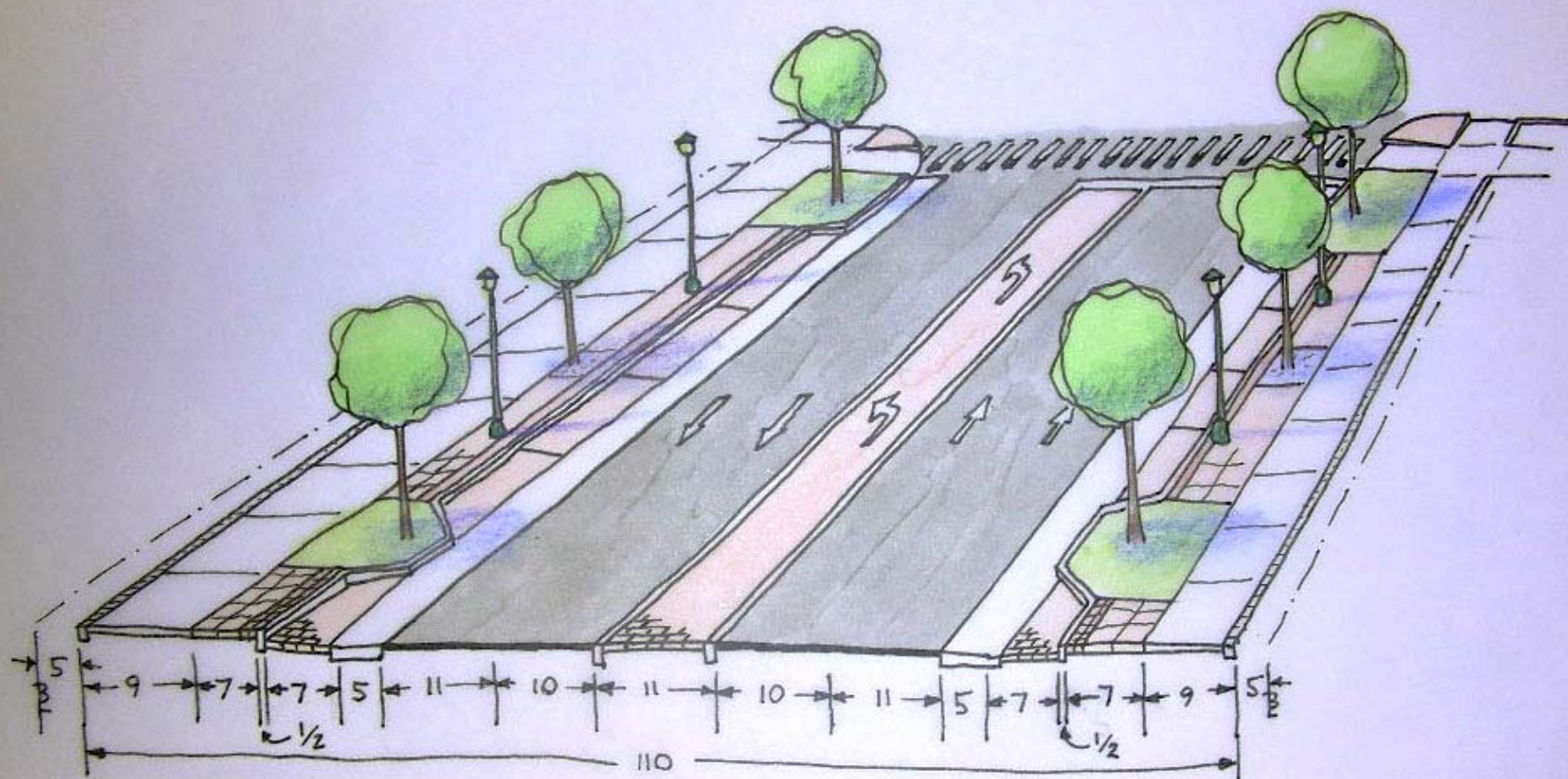












Broad Street

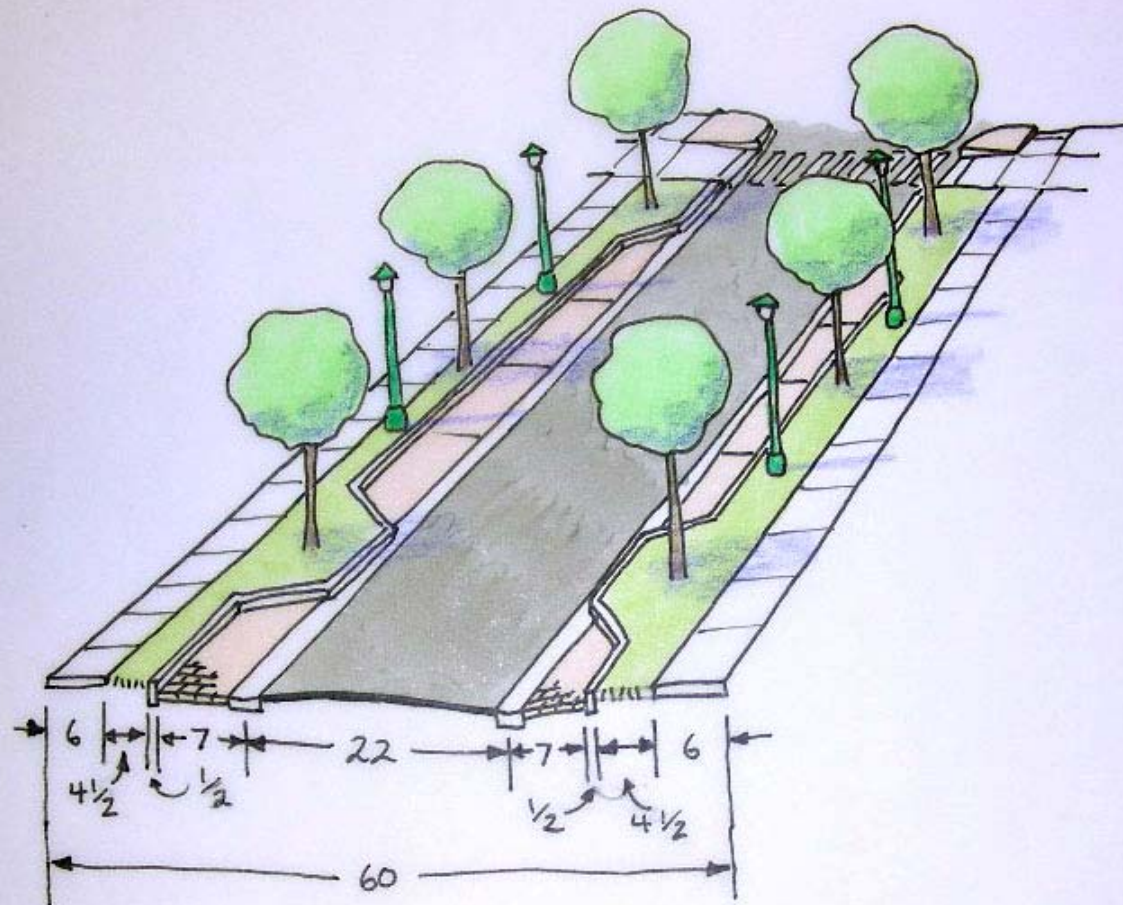












Annandale Road  
(Residential)









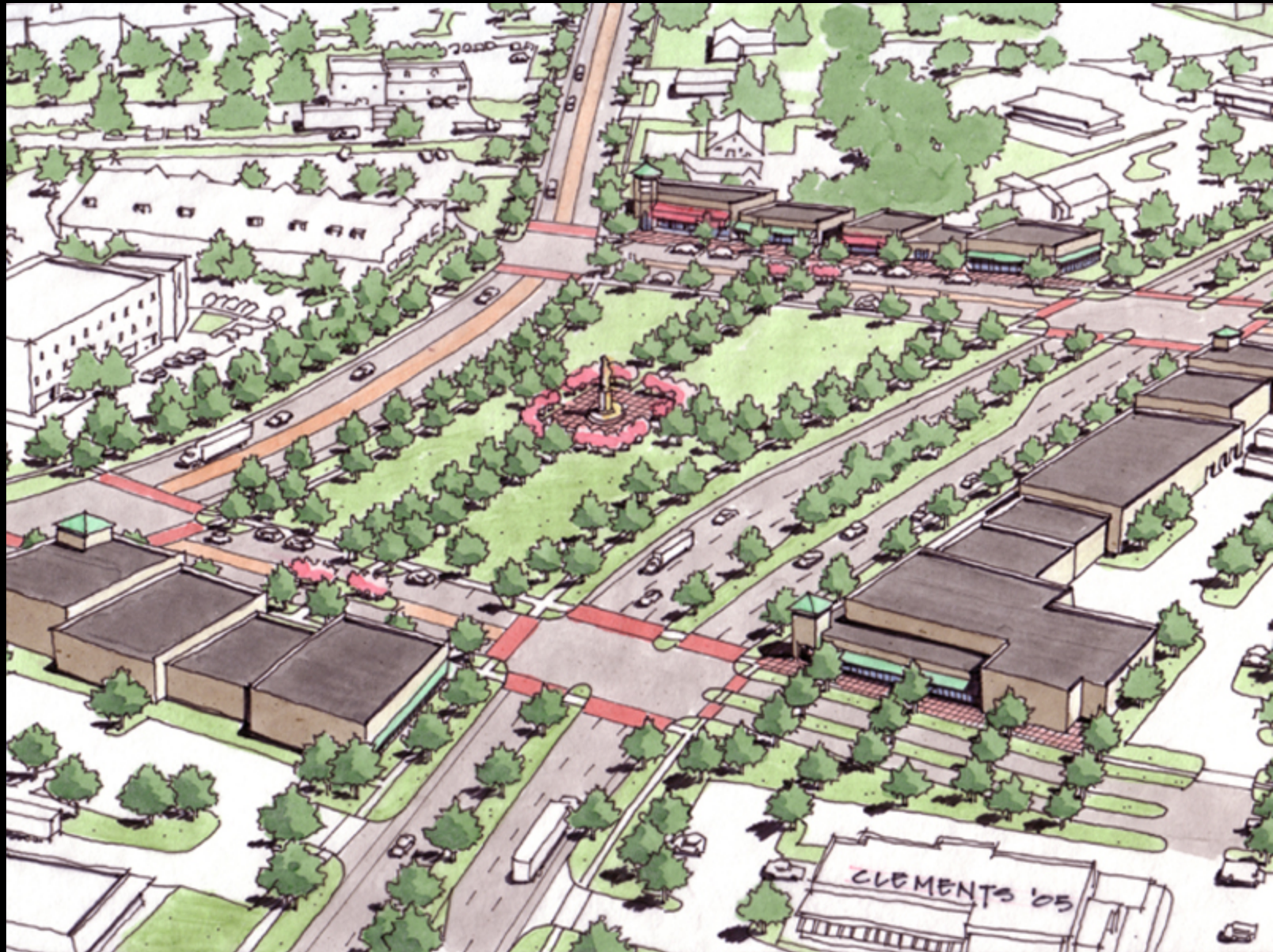




















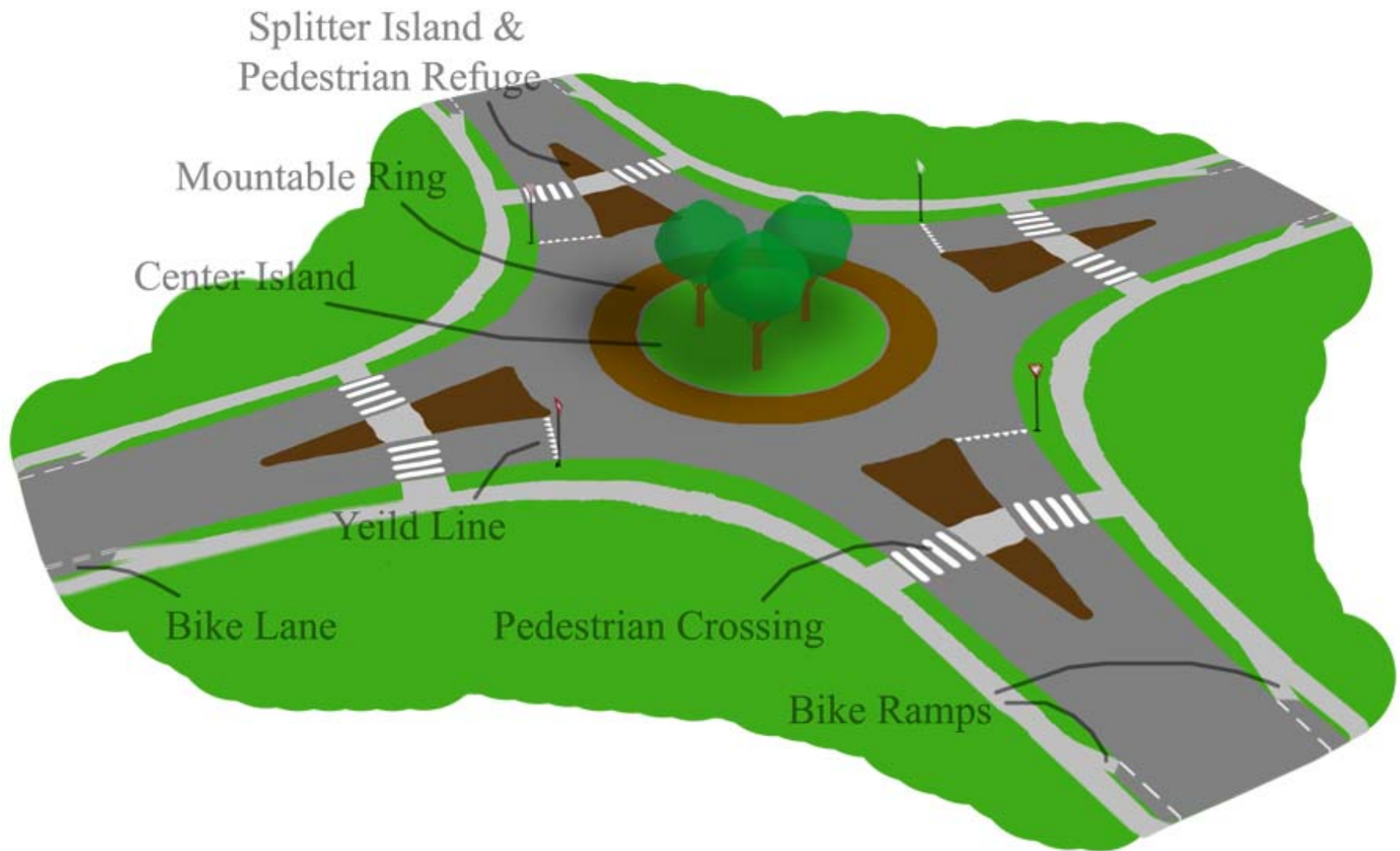




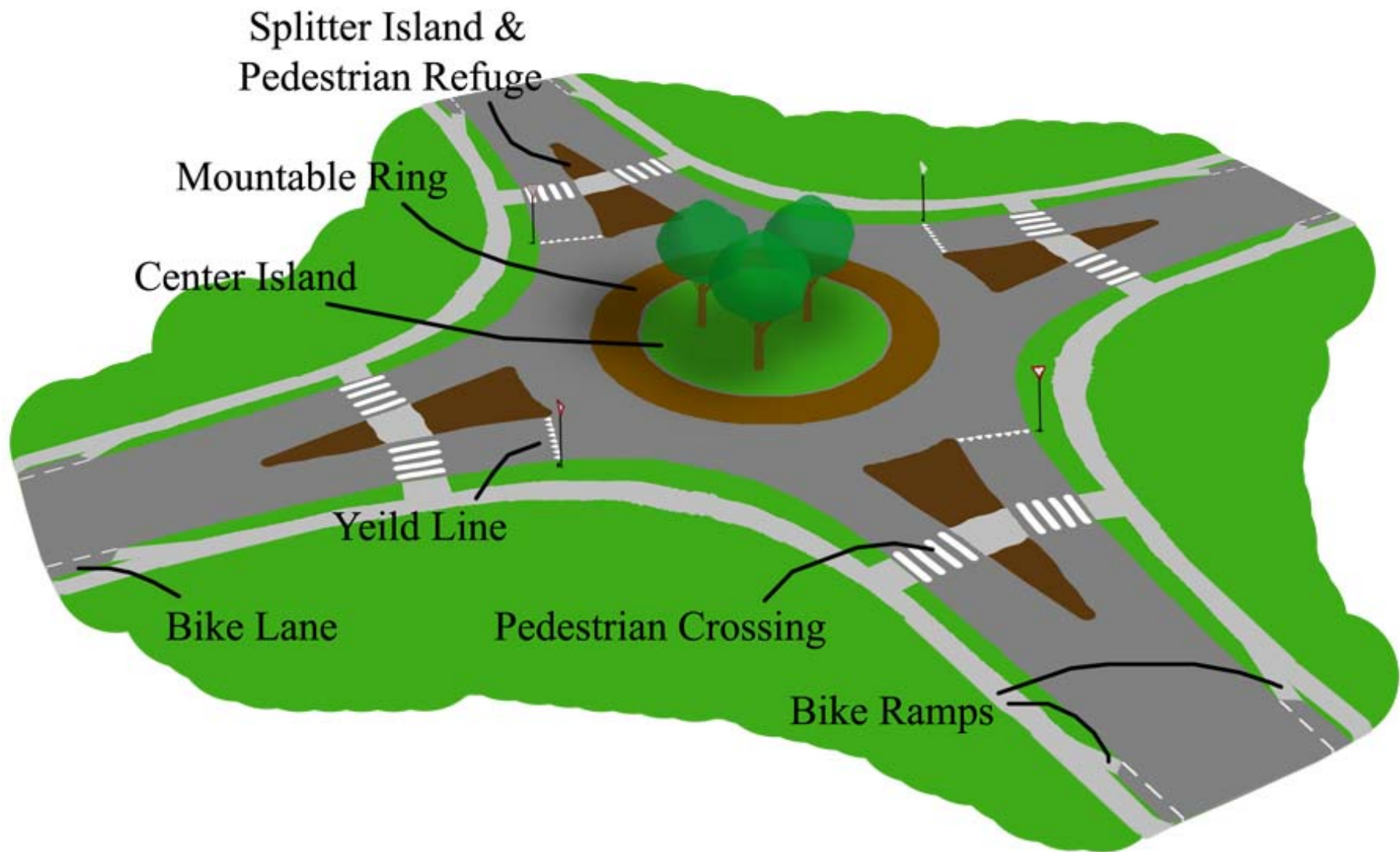




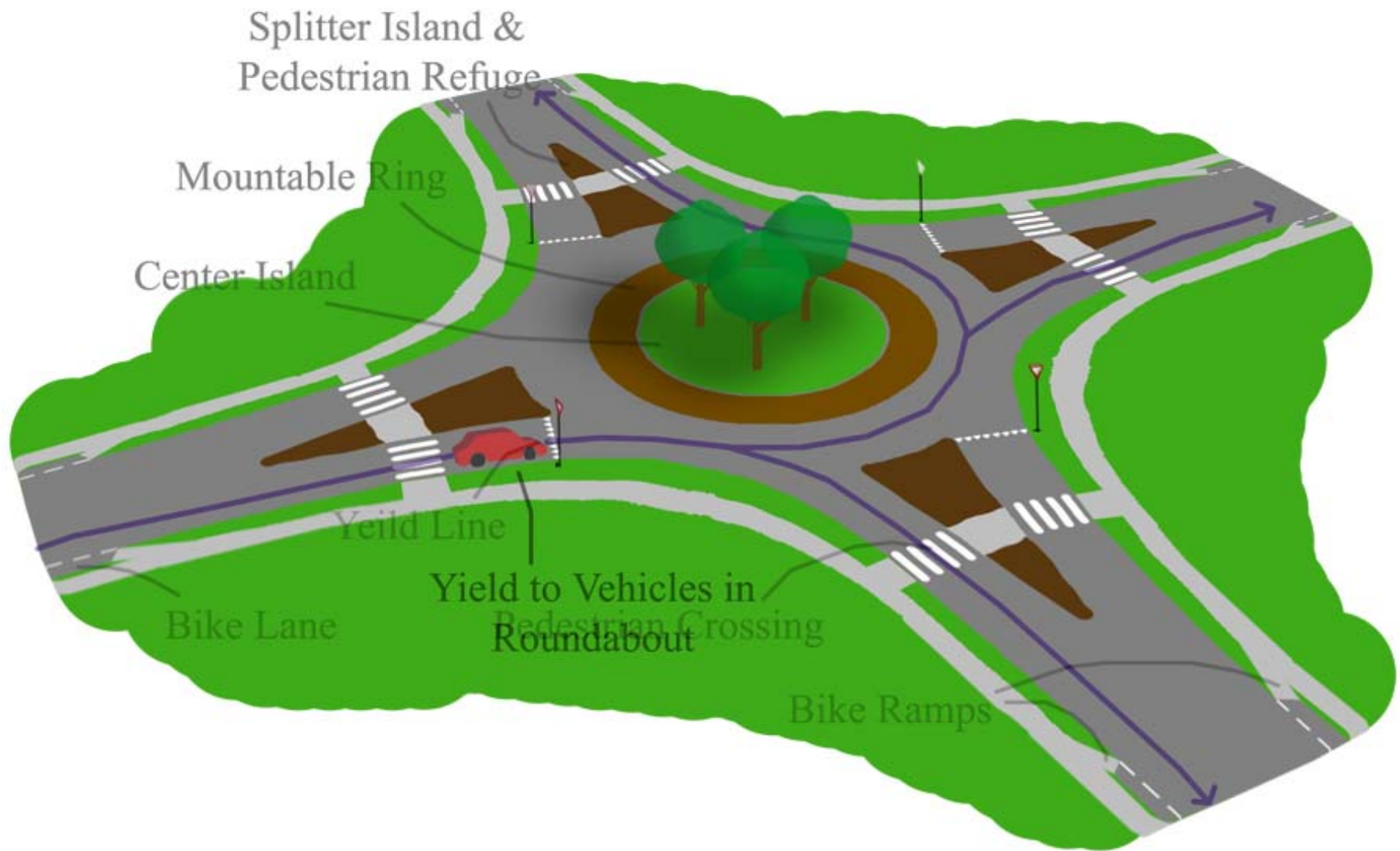




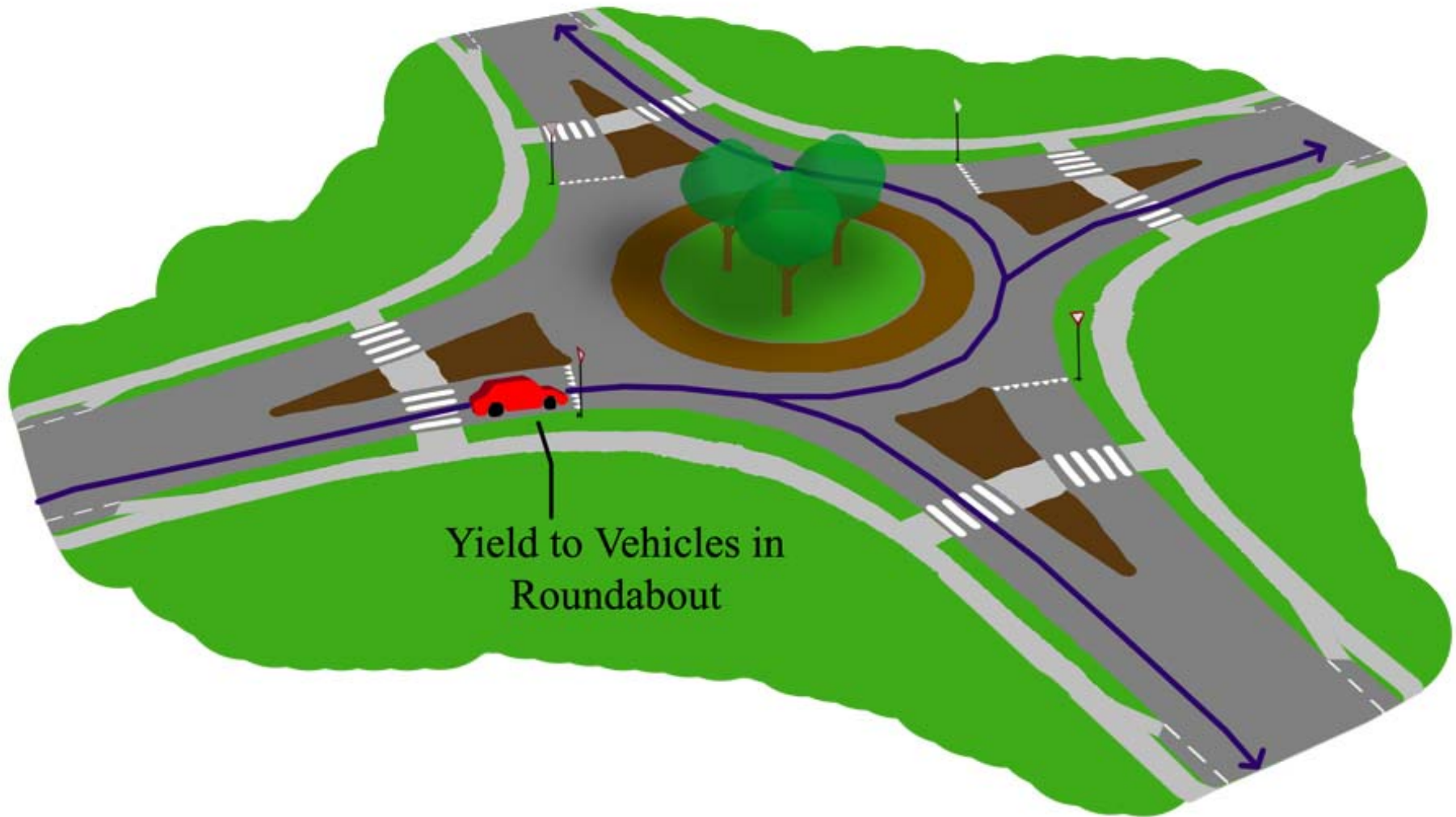




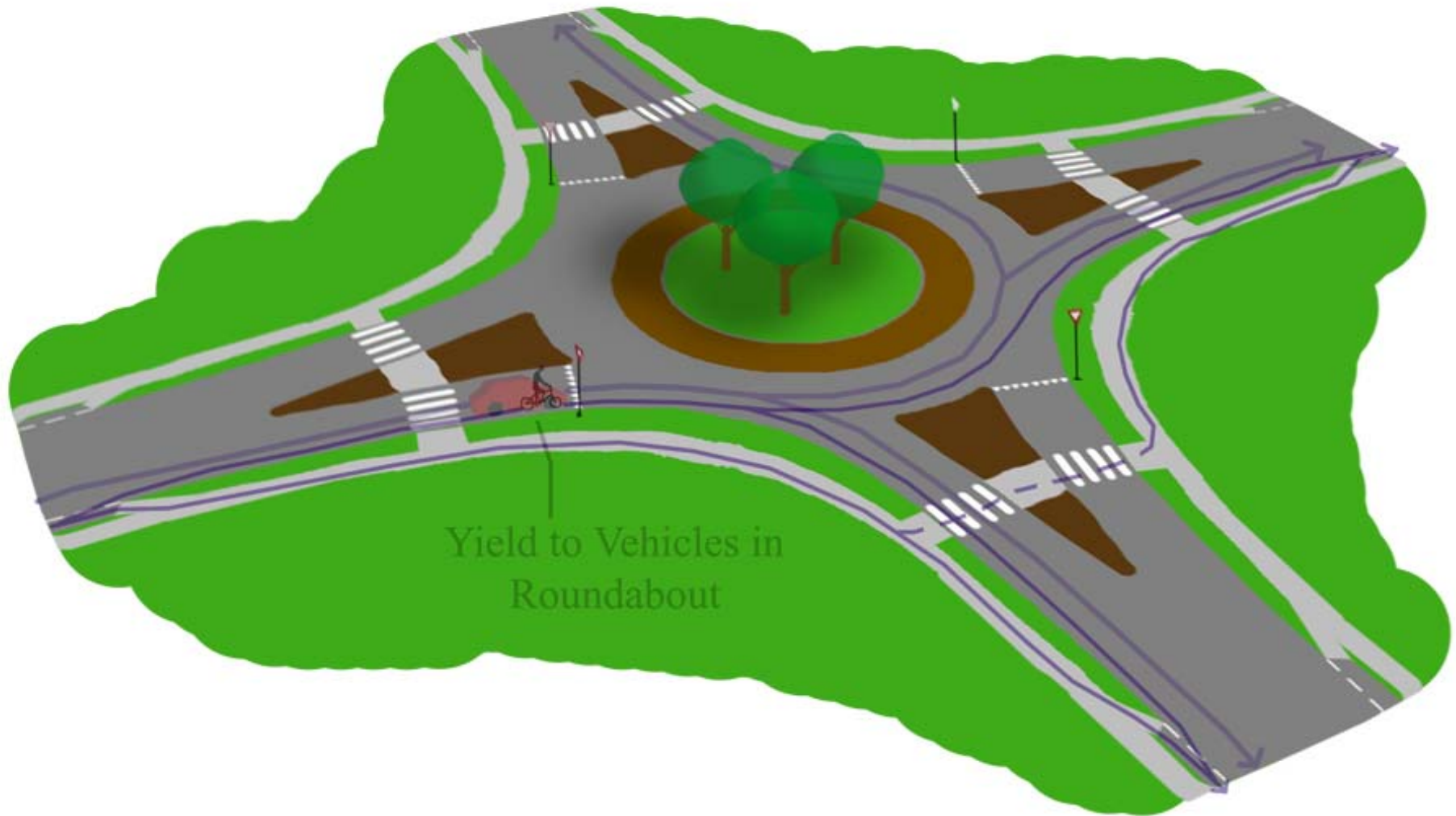






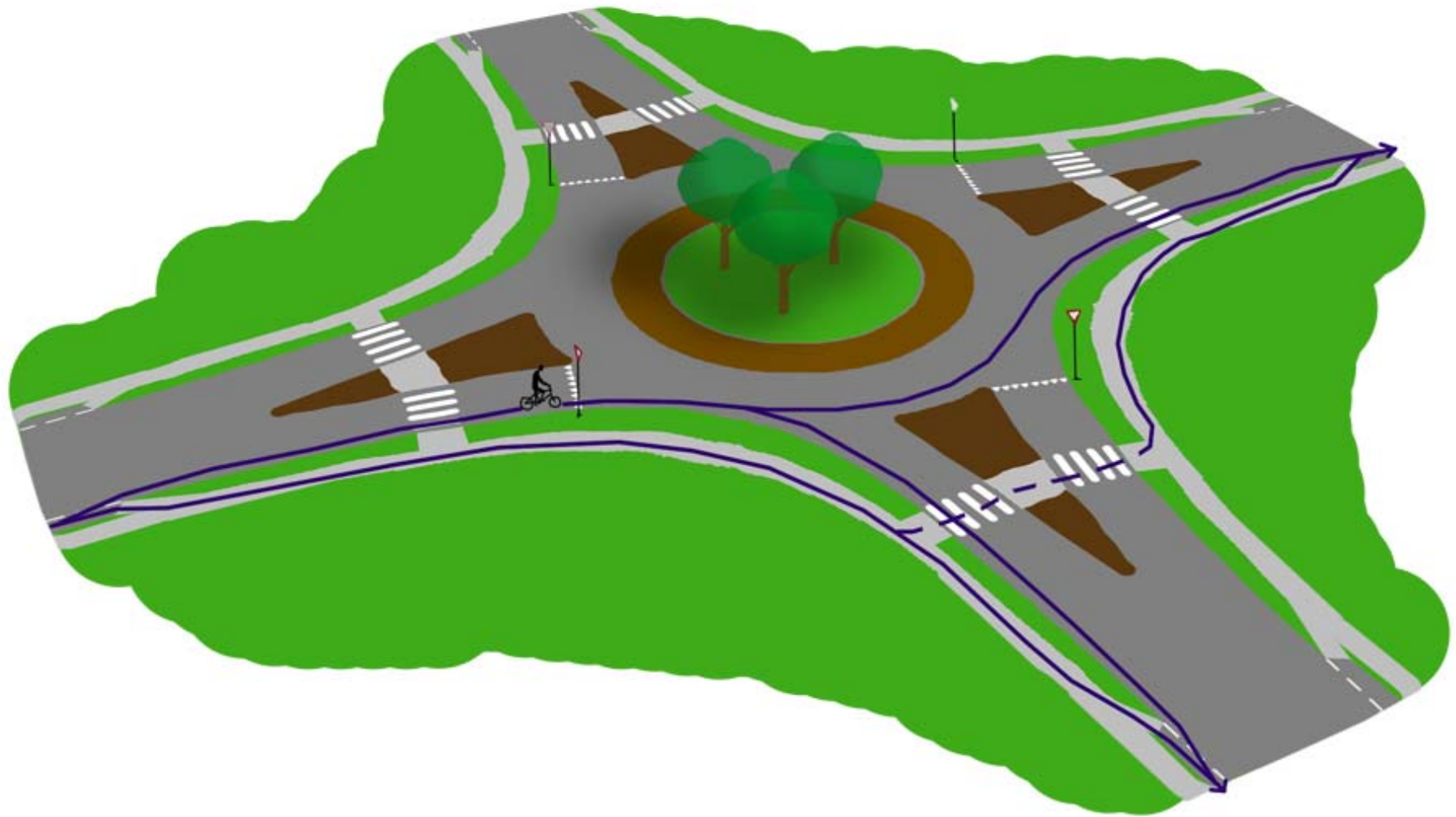




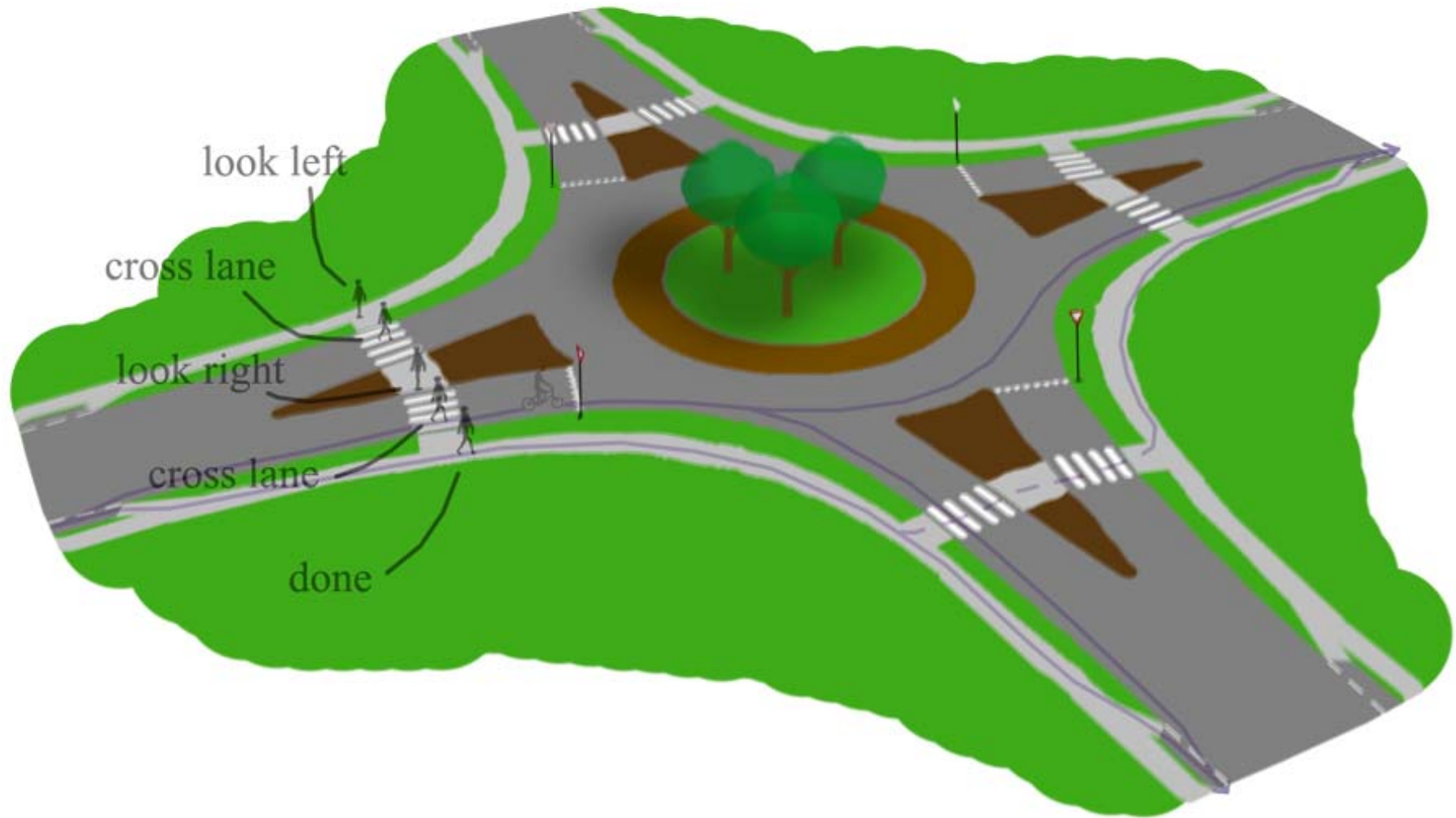


Yield to Vehicles in  
Roundabout

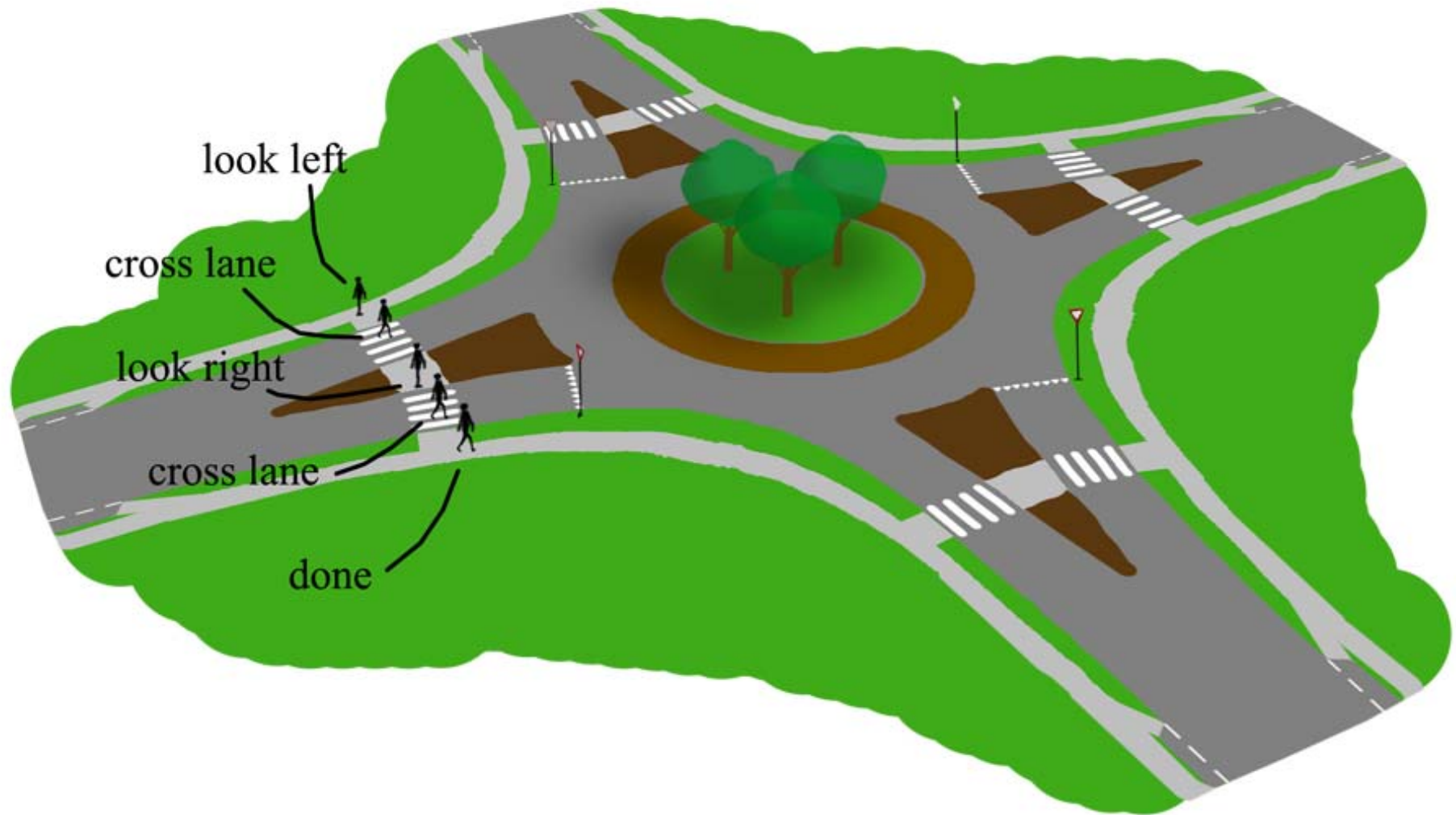




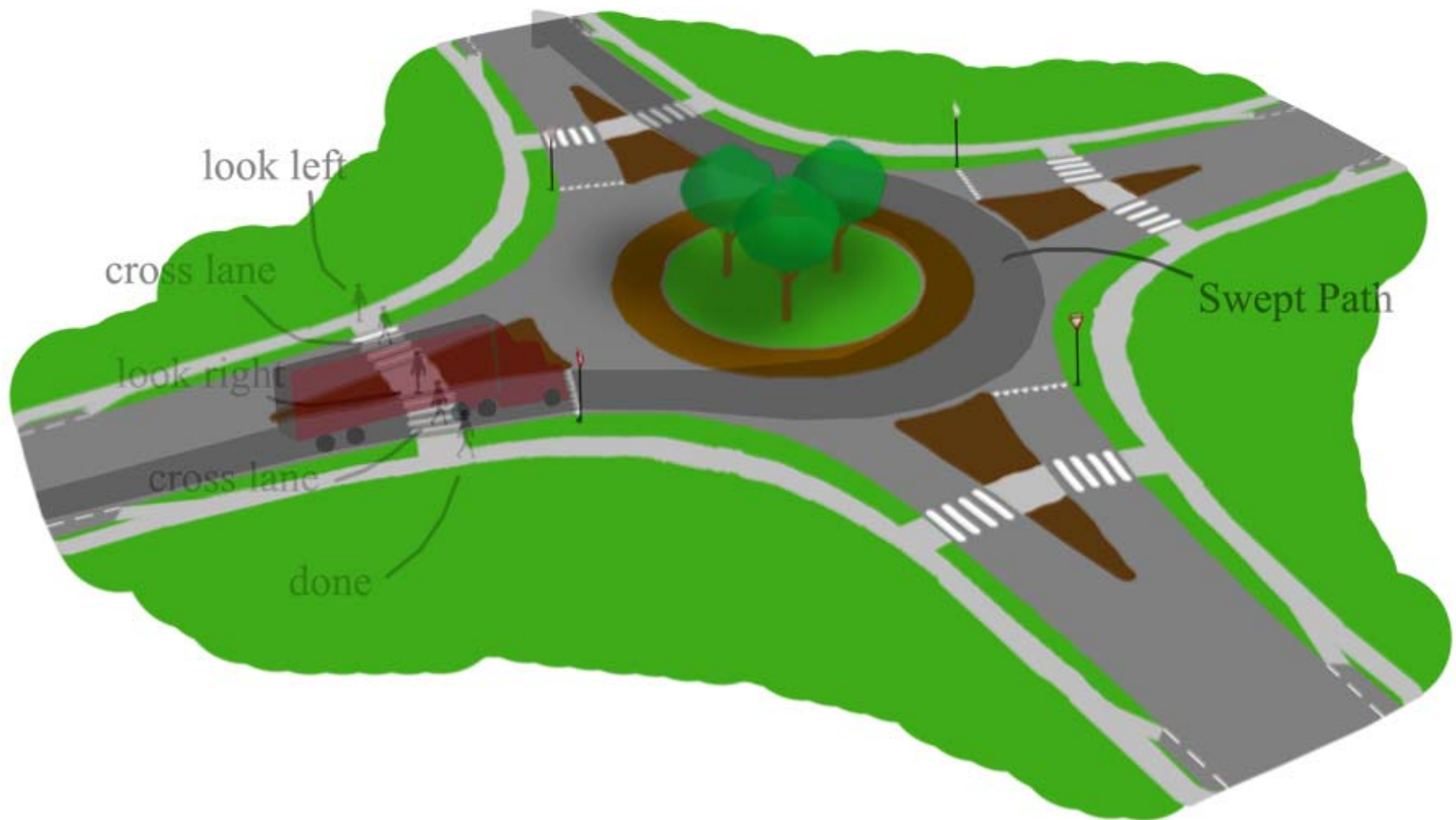






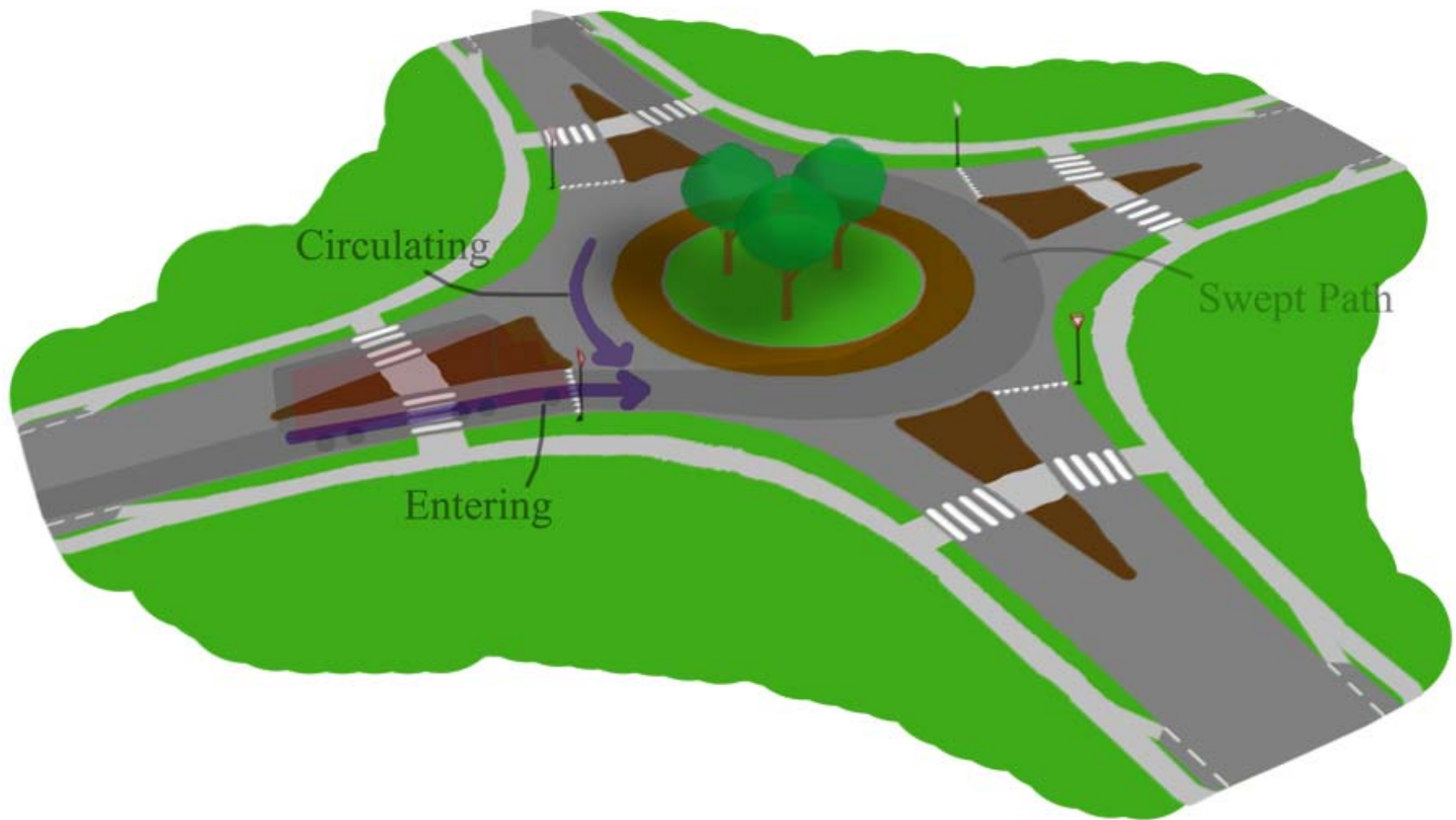




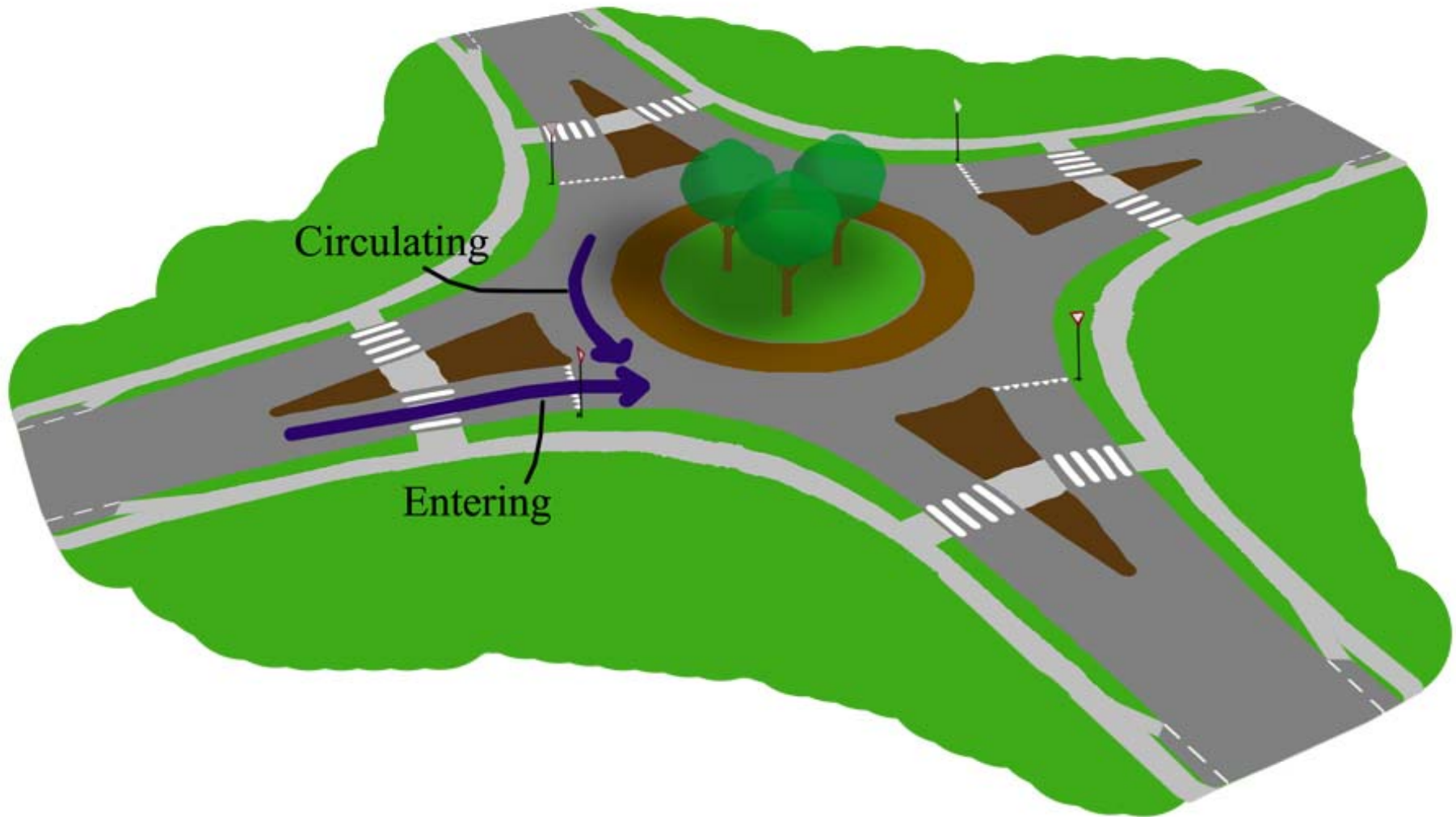


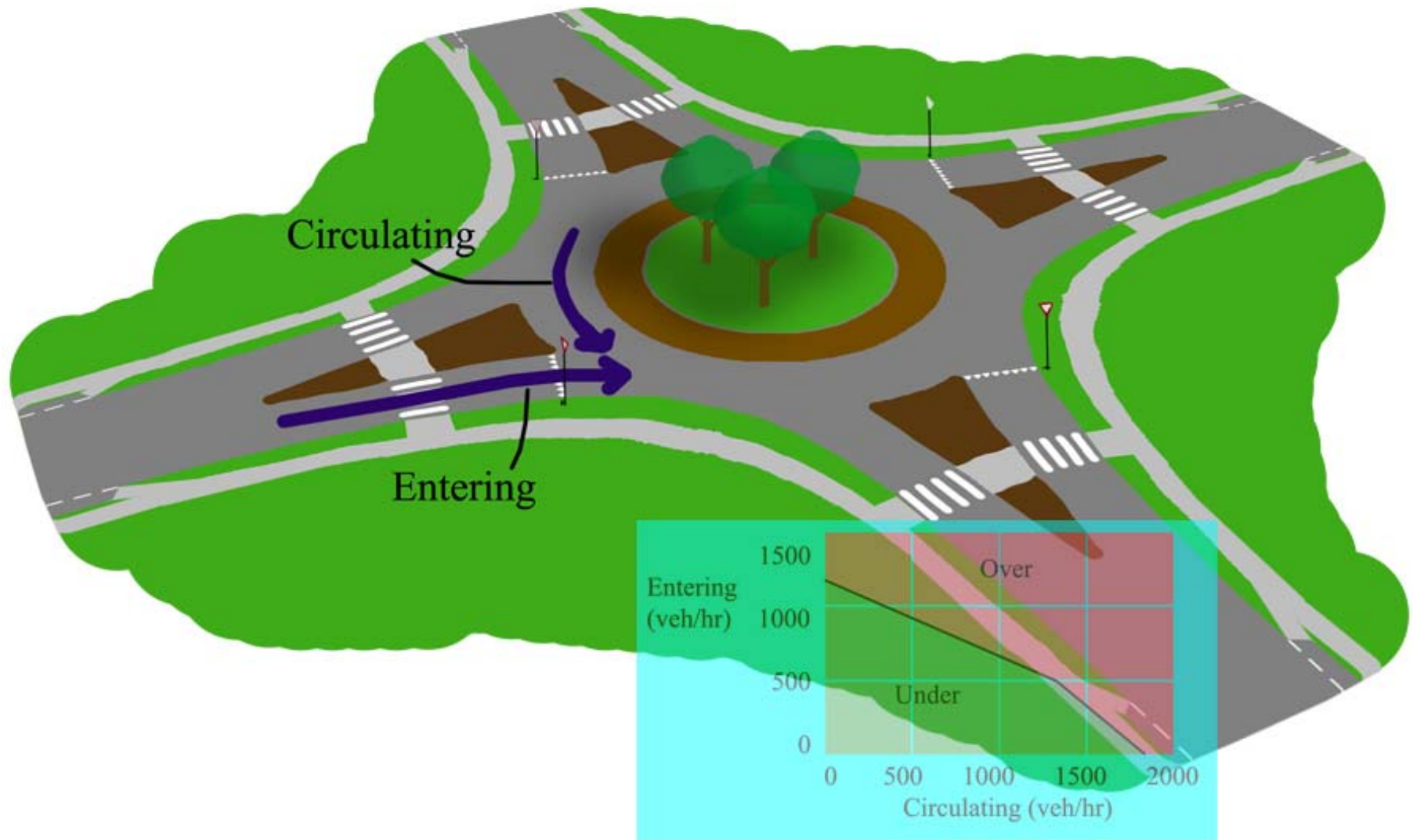




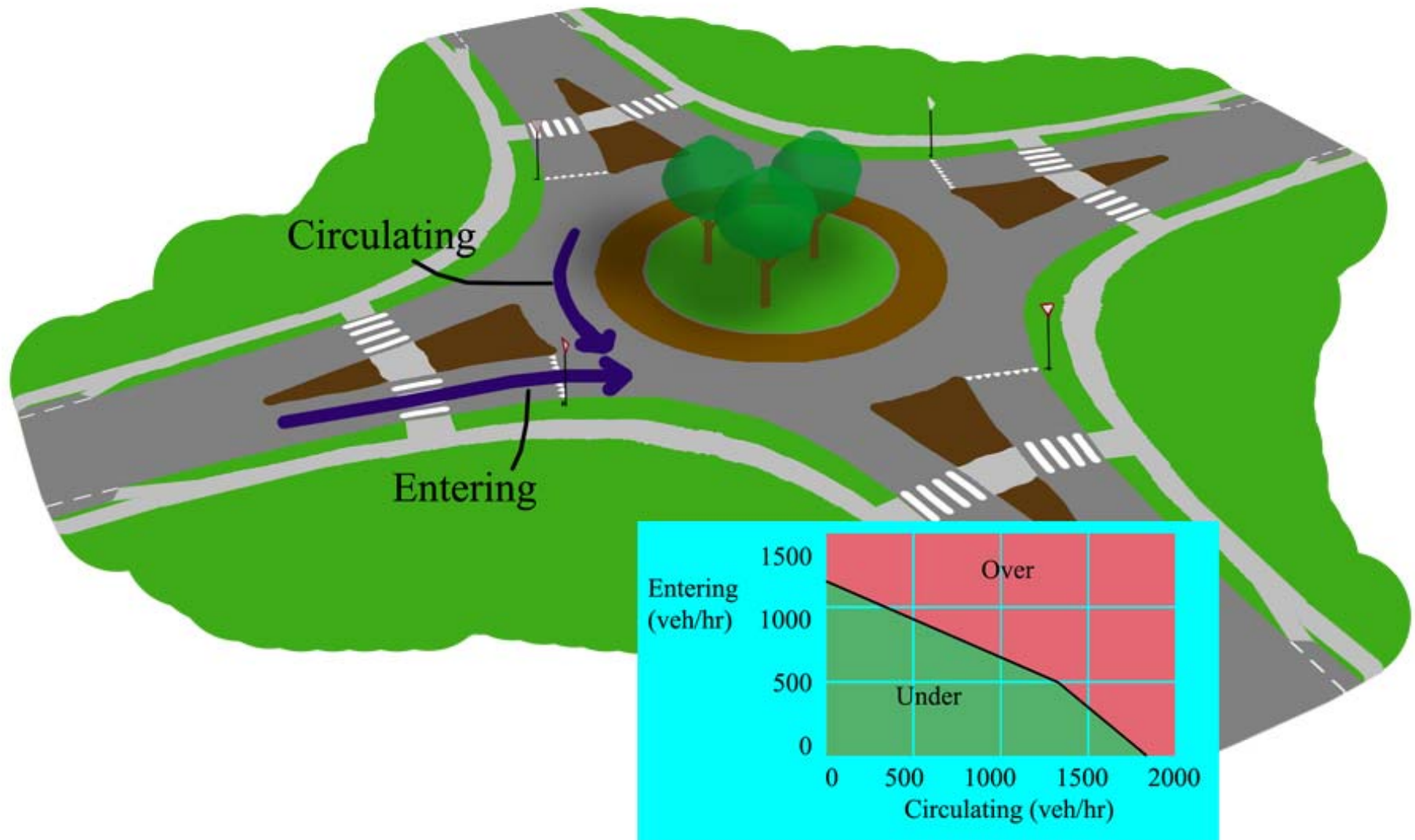














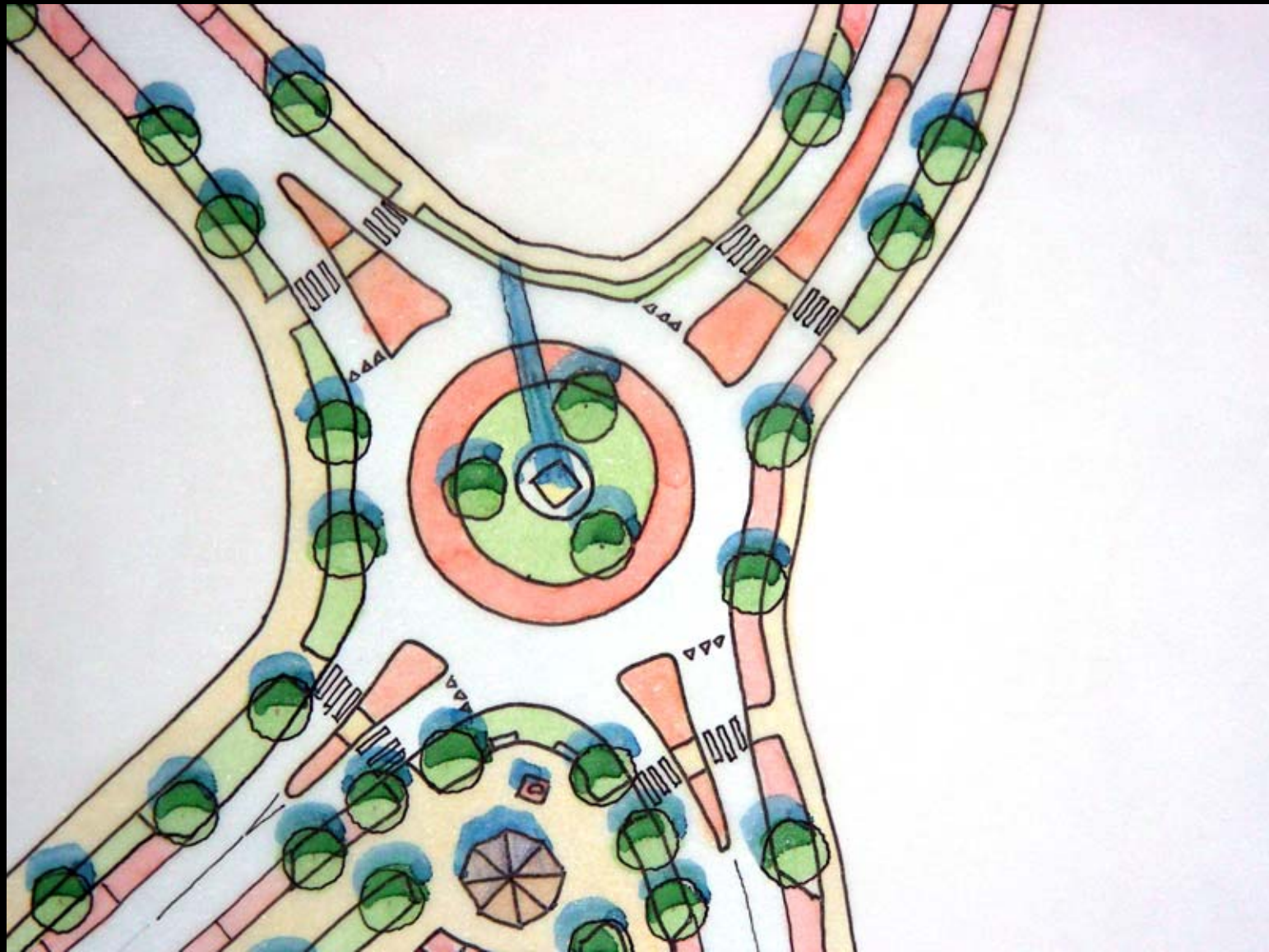




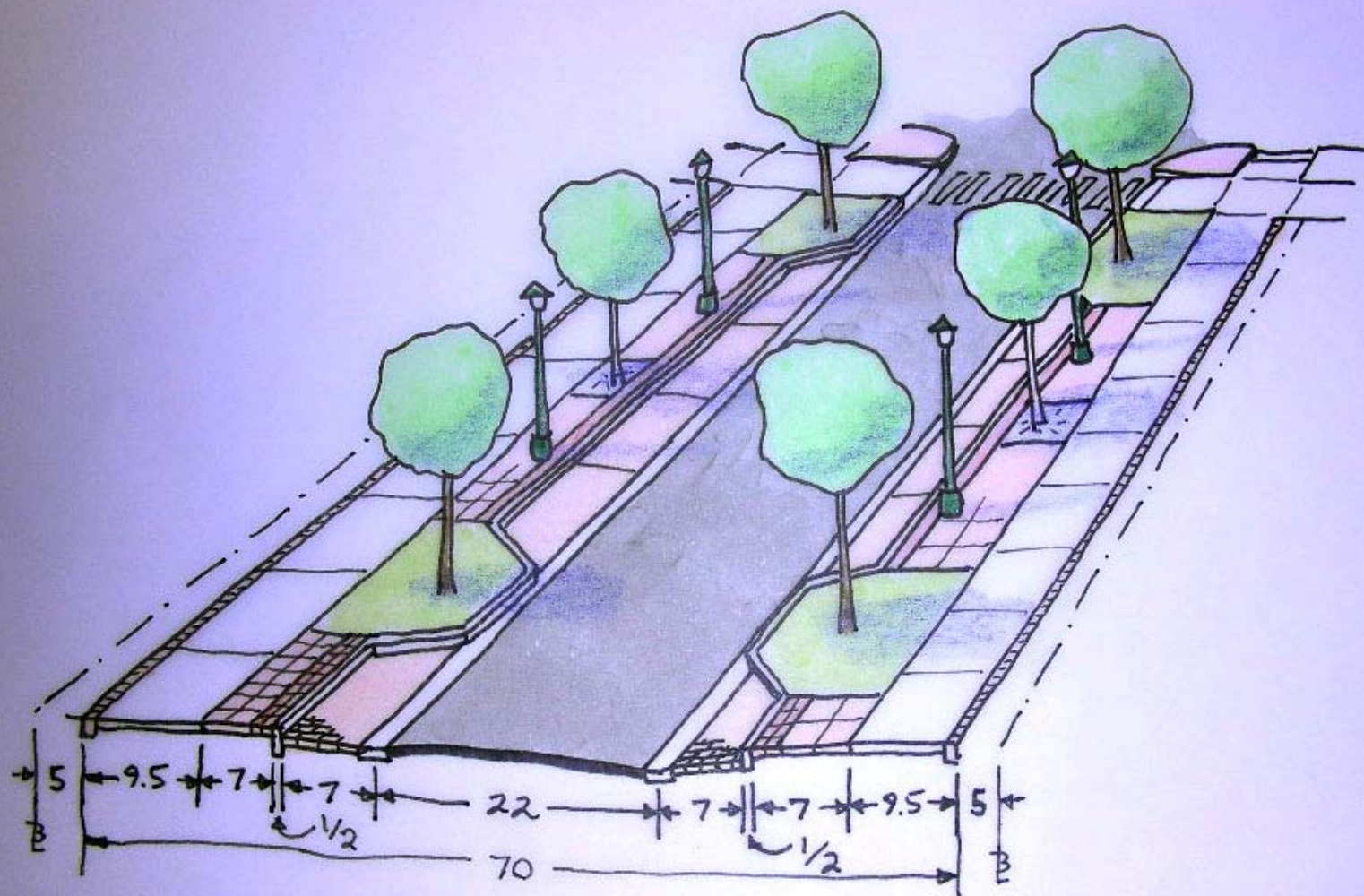




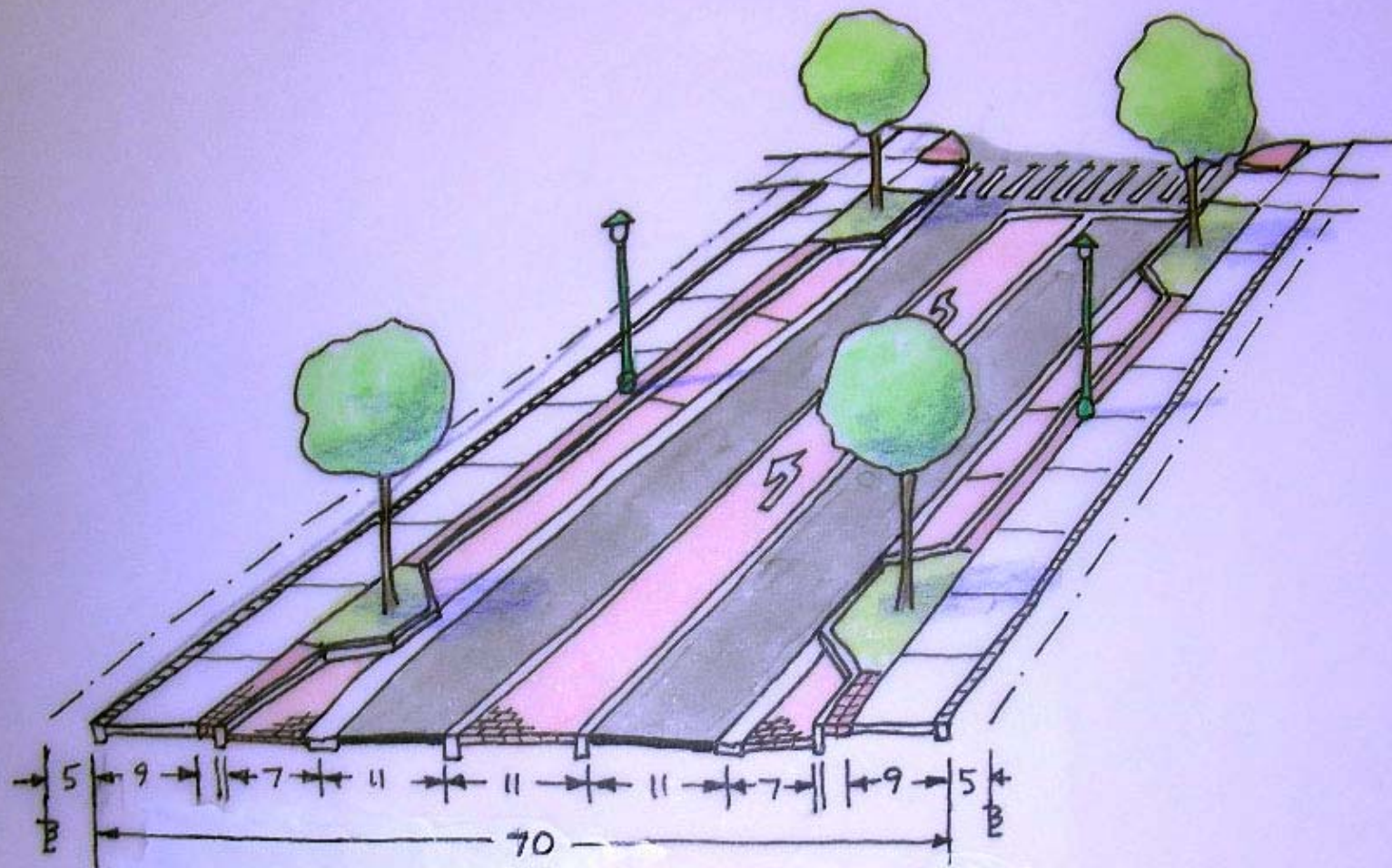






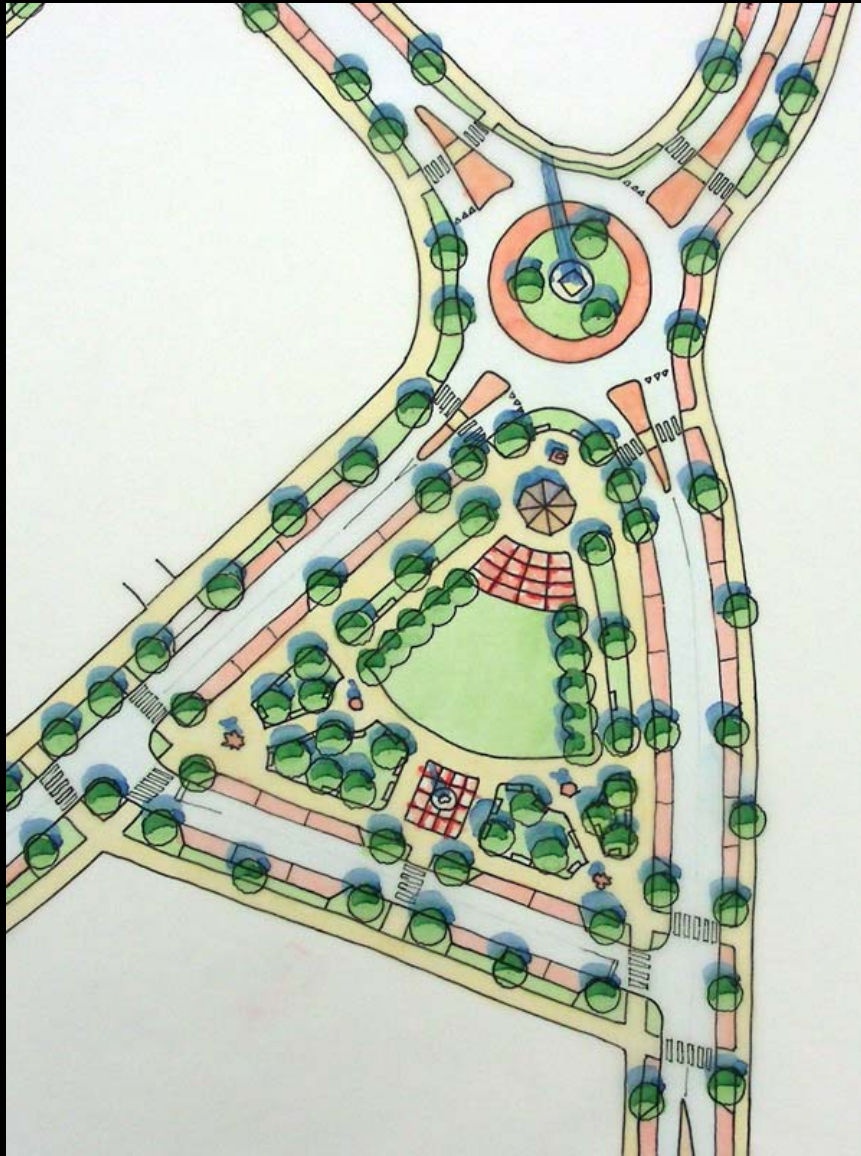


Maple Avenue



Maple Avenue  
(South of Broad St)



































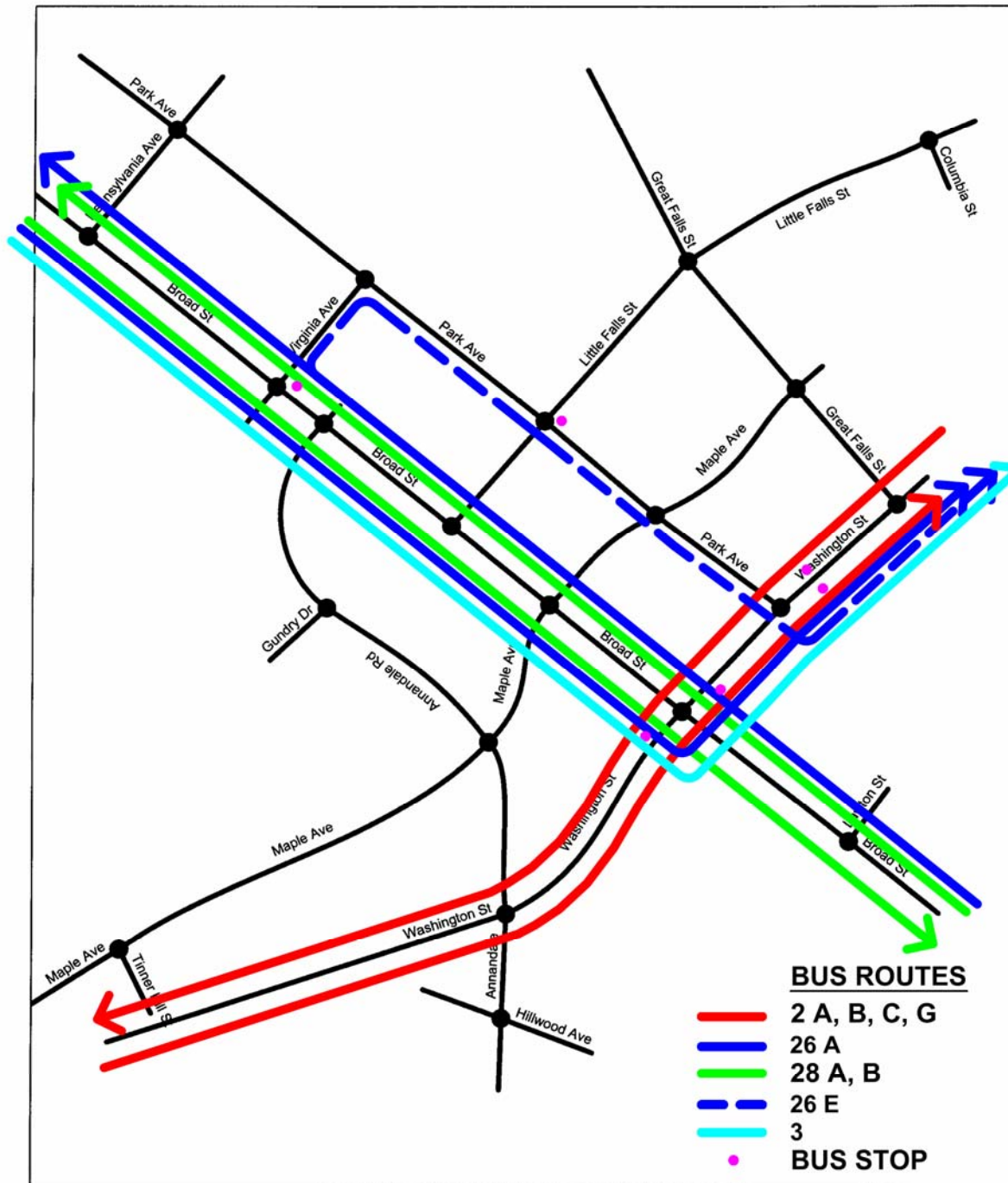






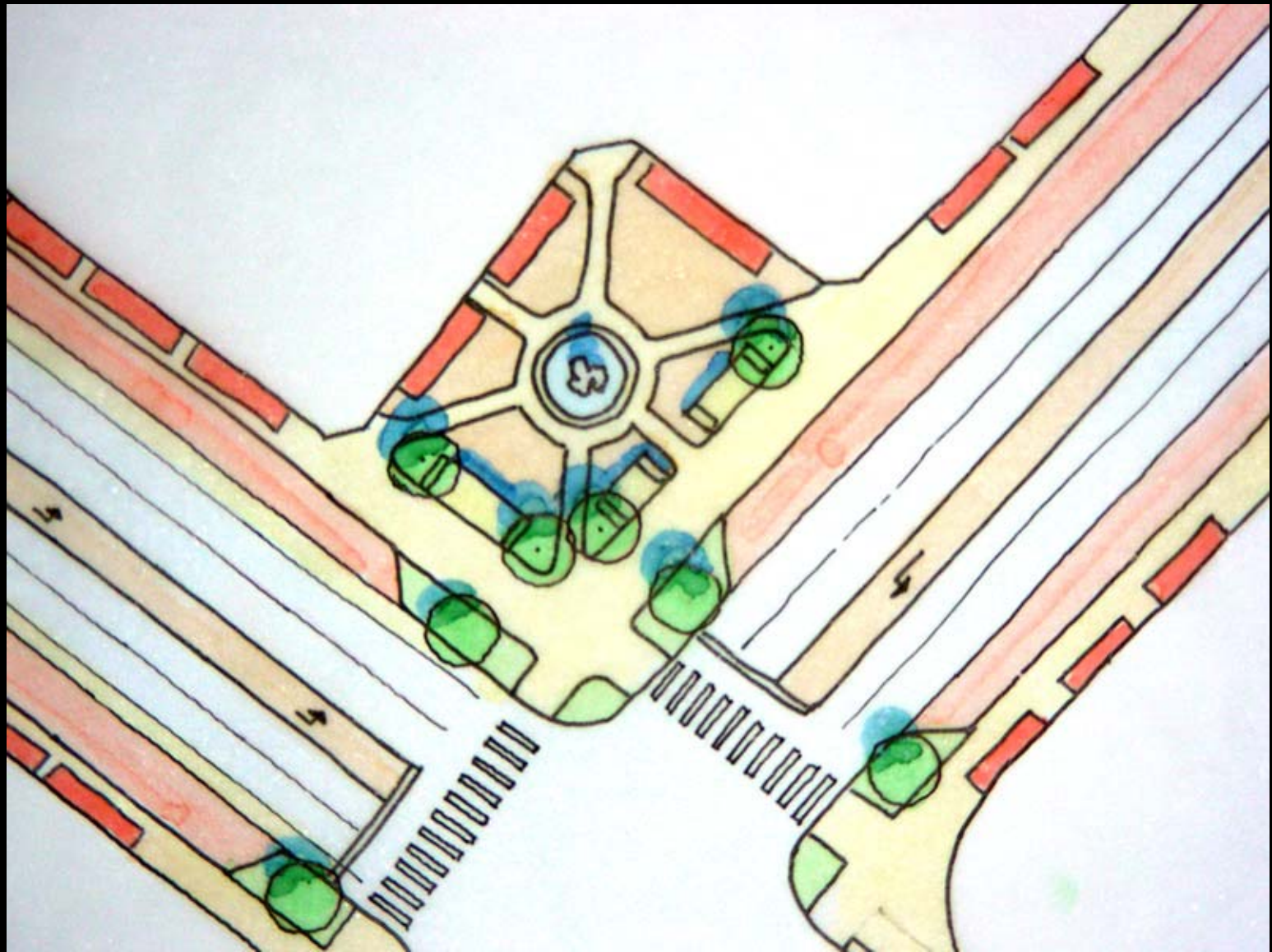
# Existing Public Transportation in City Center

- Metrobus and GEORGE
- Metrorail Stations to NE & NW
- Peak period headways of 15 to 18 min. on Broad and Washington Streets













1:500

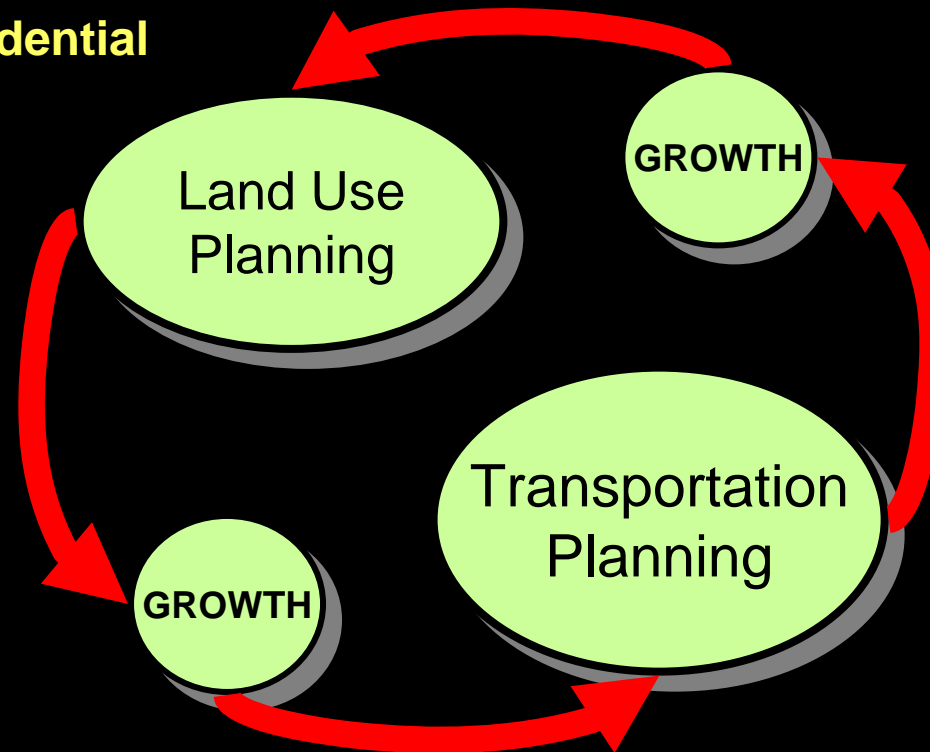
# Conventional Development Cycle

## INPUTS

- Auto Oriented Business
- Single Use Zoning
- Single Family Residential

## OUTCOMES

- Wider Roads
- Induced Traffic
- More Traffic



## OUTCOMES

- Isolated Neighborhoods
- Multiple Automobile Trips
- Poor Mobility
- Difficult Walking

## INPUTS

- Traffic Demand Forecasting
- Congestion
- LOS



# Healthy Development Cycle

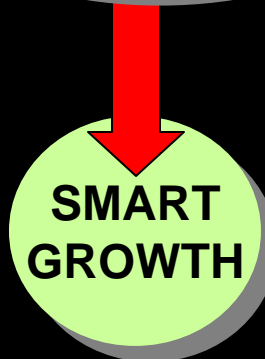
## INPUTS

- Diversity of Business
- Mixed Use Zoning
- Diversity of Residential Units
- Context Sensitive Design
- Community Involvement



## OUTCOMES

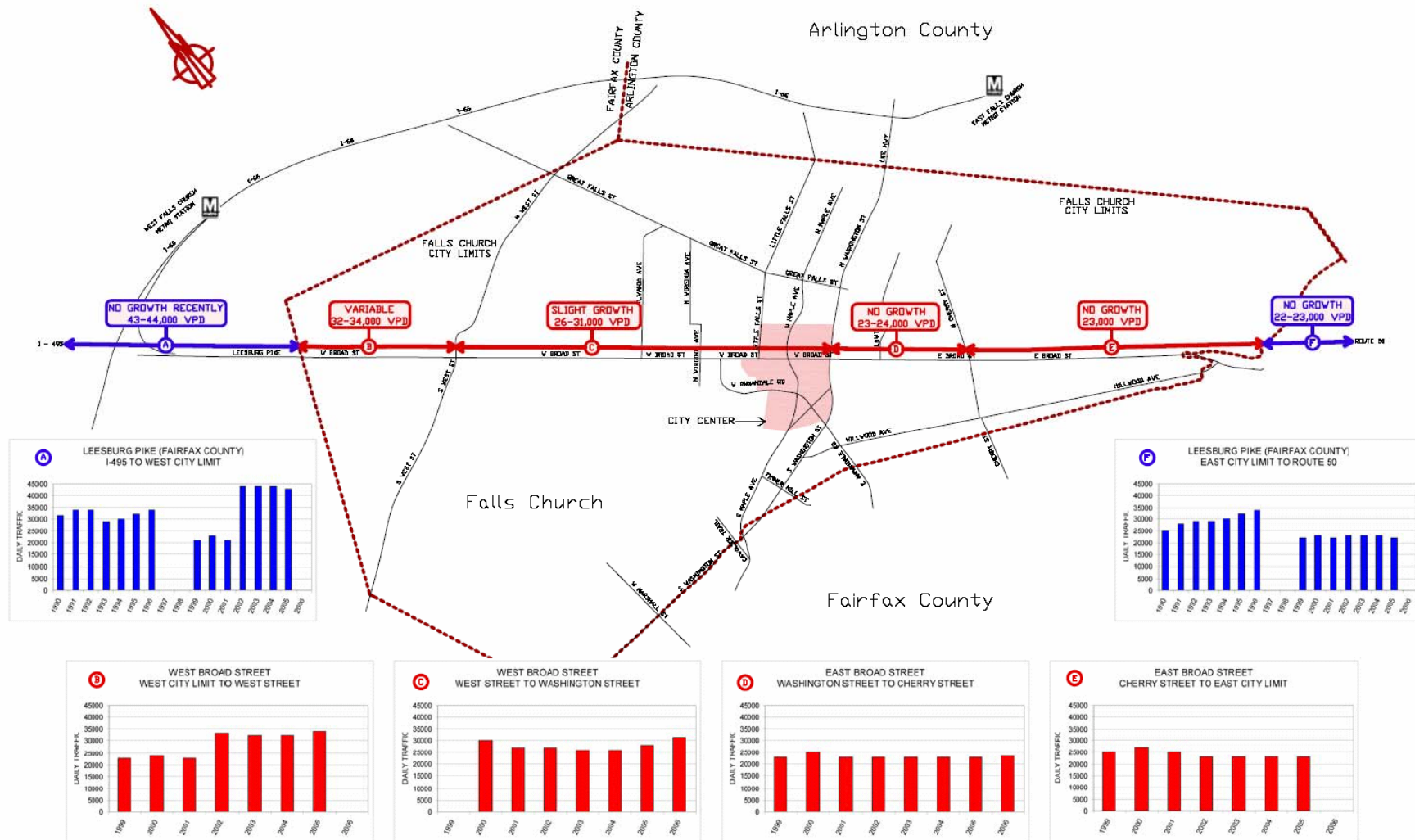
- Healthy Neighborhoods
- Choices of Transportation
- More Open Space
- Sense of Place
- Sense of Community



## OUTCOMES

- More Walking & Bicycling
- Increased Access

# Trends in Daily Traffic along Broad Street



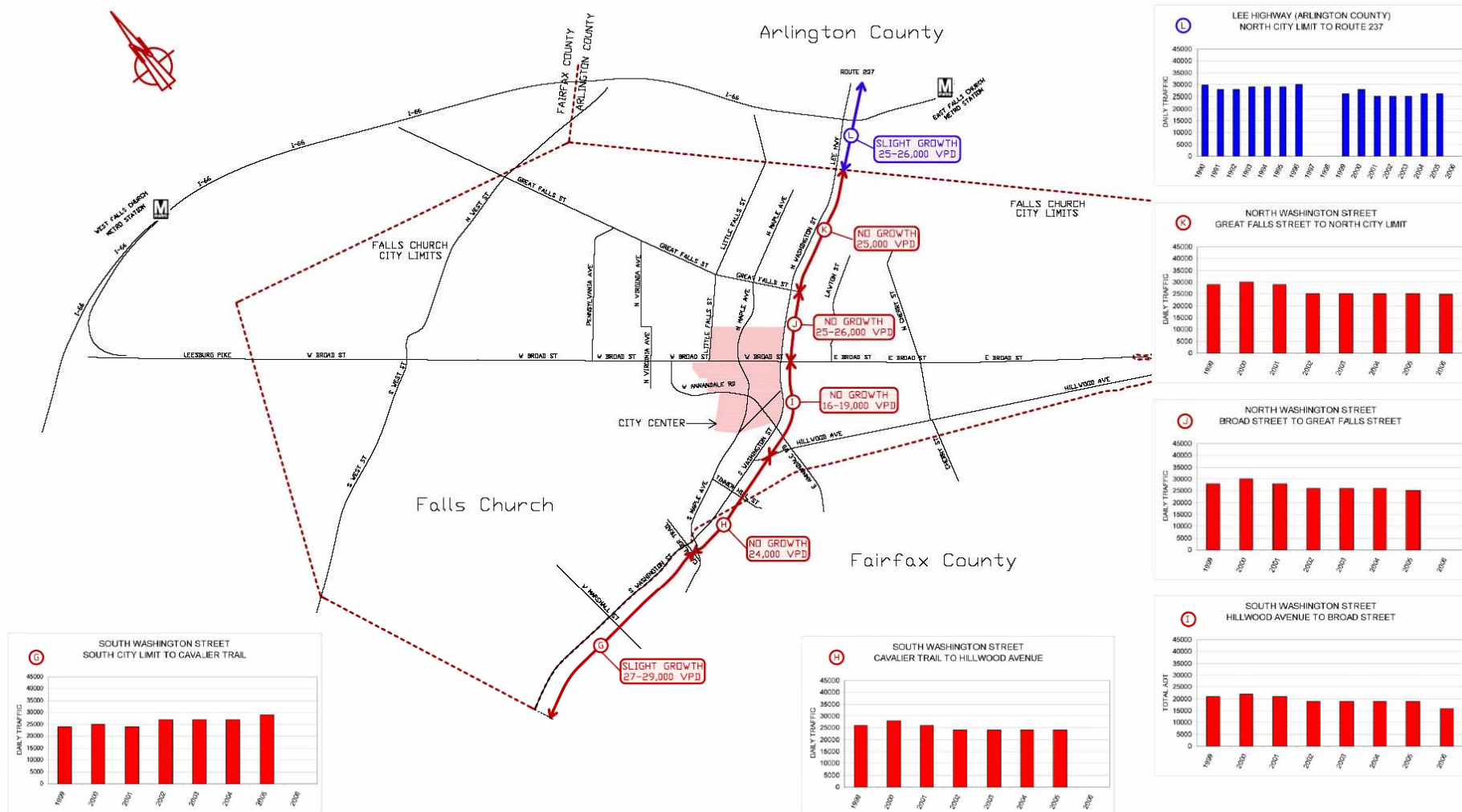
Source: VDOT traffic counts for all data except for data collected by the Clark Nexsen Team for 2006.

December 2006

**Broad Street  
Trends in Daily Traffic**



# Trends in Daily Traffic along Washington Street



Source: VDOT traffic counts for all data except for data collected by the Clark Nexsen Team for 2006.

December 2006

**Washington Street  
Trends in Daily Traffic**

**CLARK • NEXSEN**

# **“Great Place” Future for City Center**

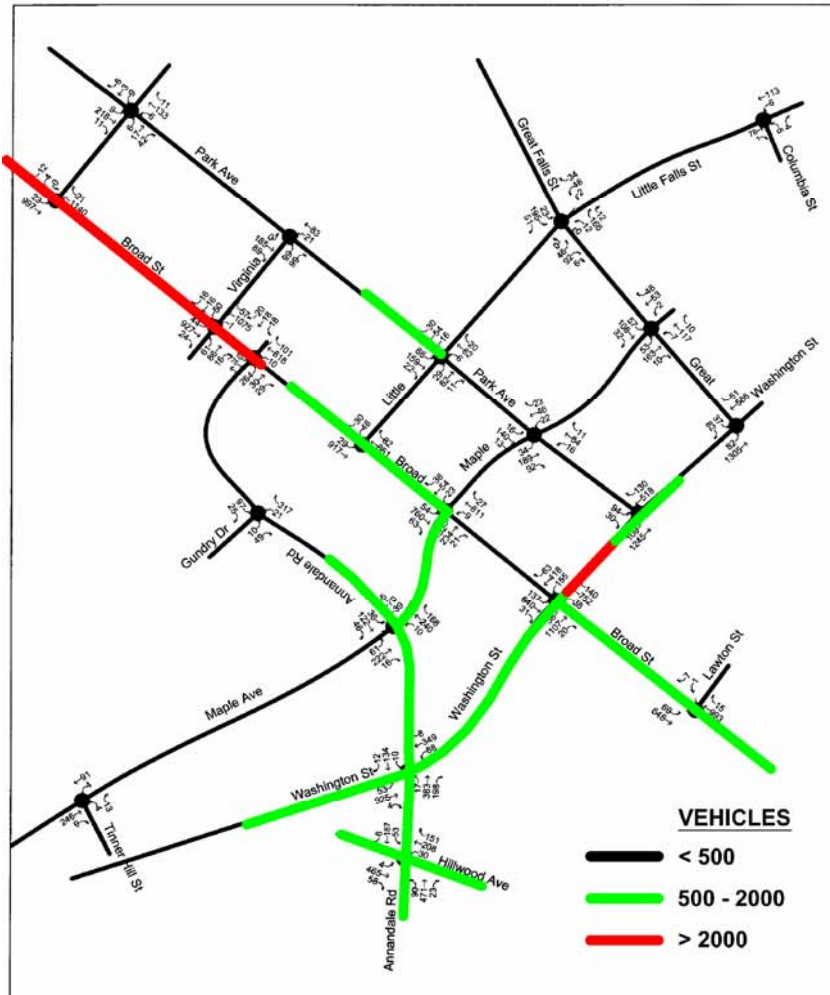
## **Good News:**

- Traffic trends flattened (reached equilibrium)**
- Modeling indicates adaptive behavior to infill**
- Constrained at ends, constraints locally**
- City Center growth through:**
  - Connected, walkable network**
  - Multi-modal, public transit**
  - Mixed uses**

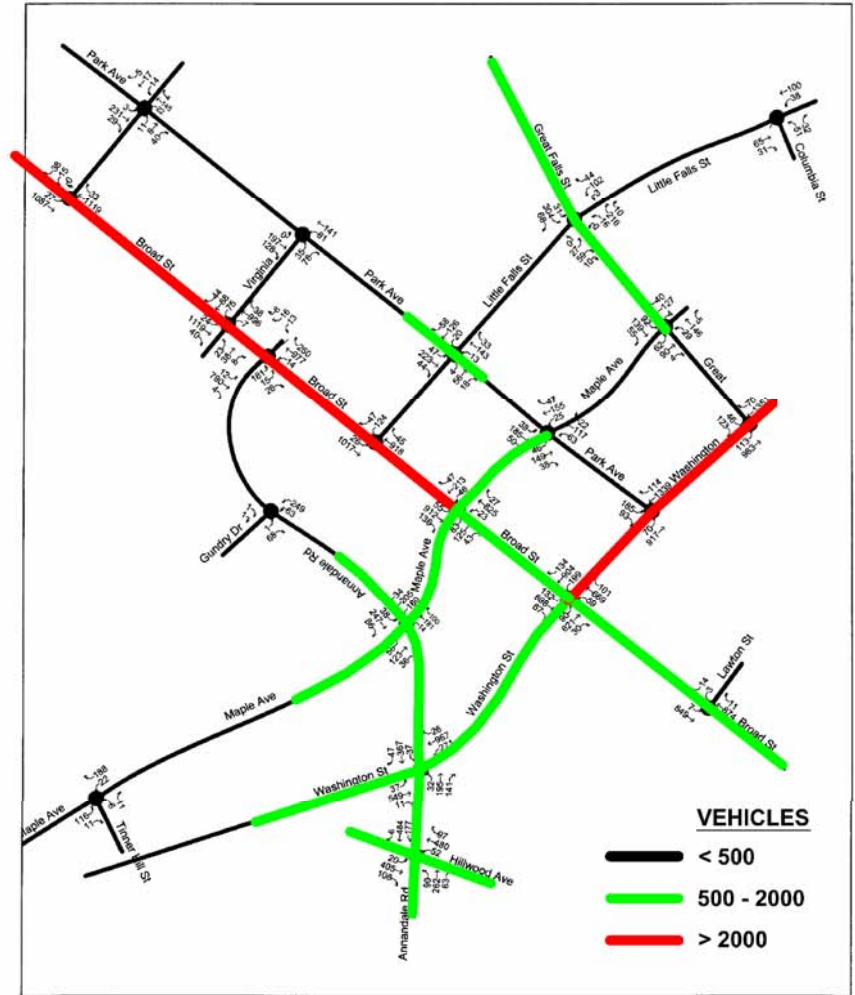


# Existing Traffic Circulation in City Center

## AM Peak Hour

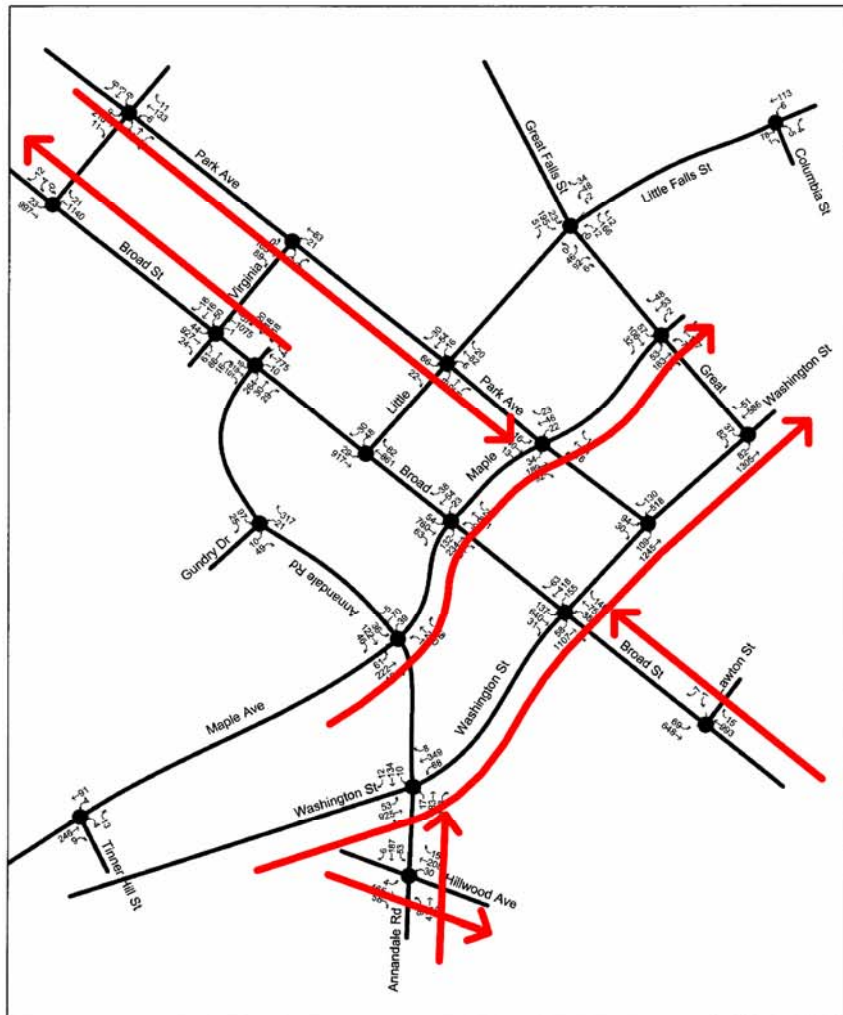


## PM Peak Hour

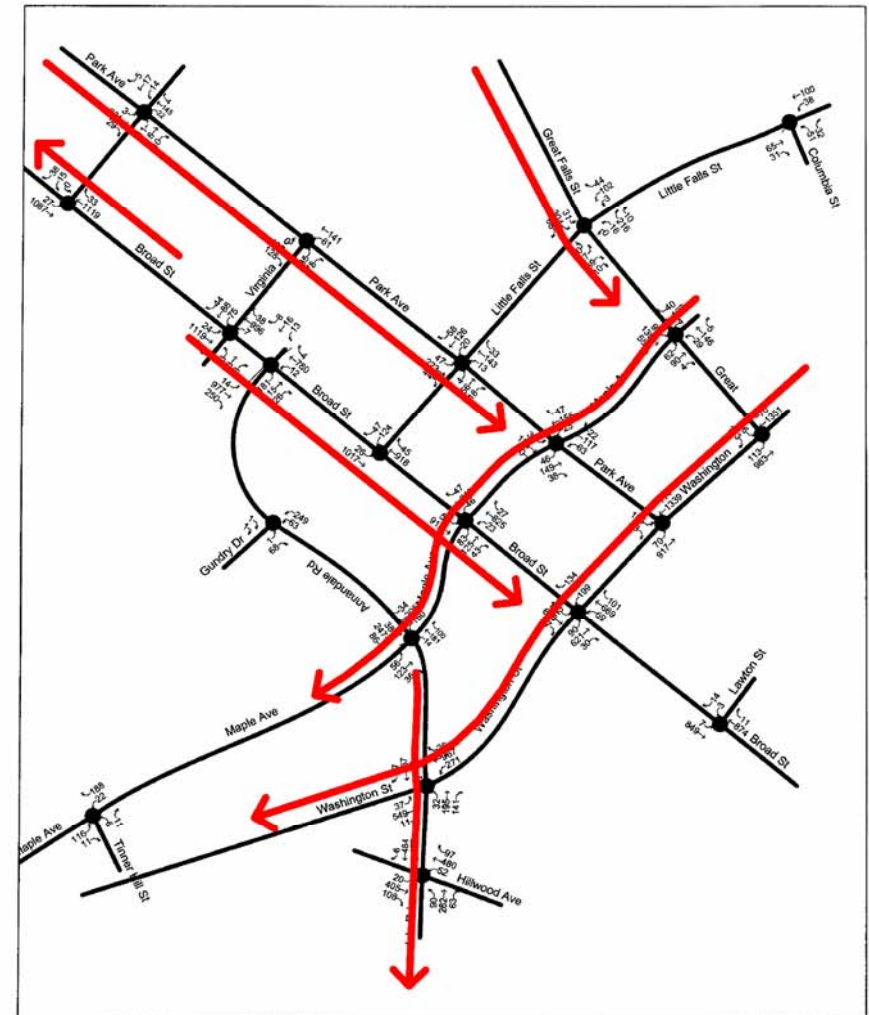


# Existing Key Travel Patterns in City Center

## AM Peak Hour

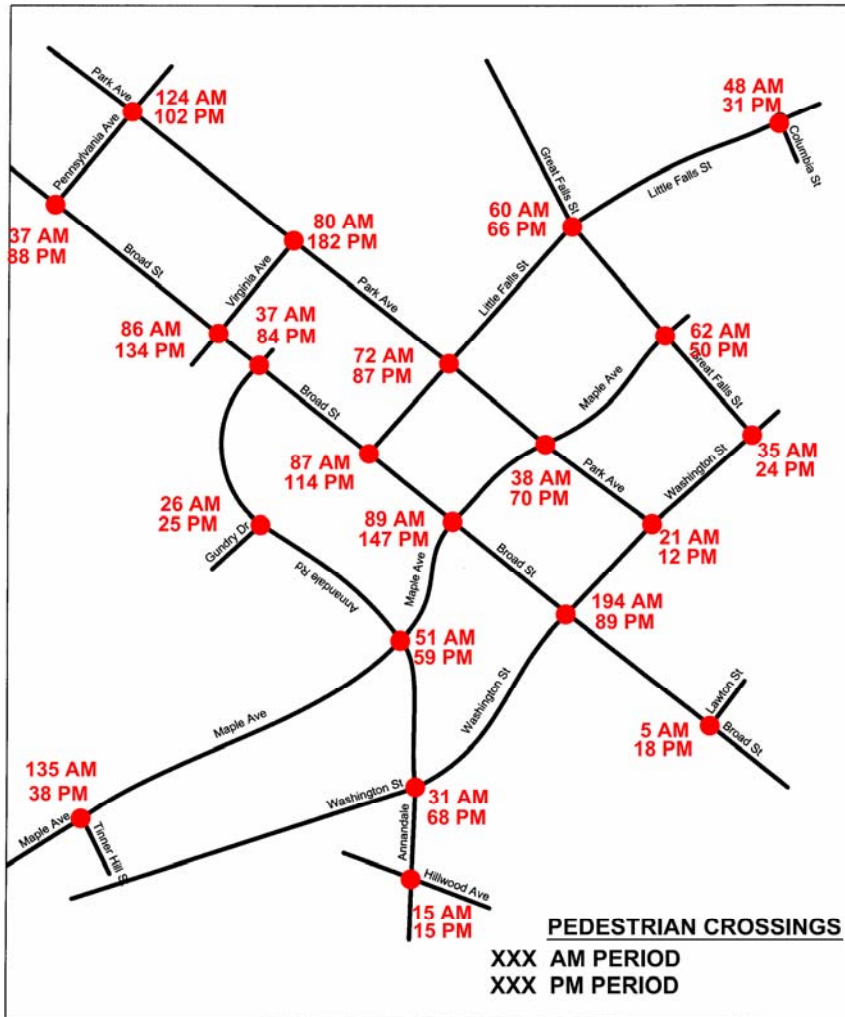


## PM Peak Hour





## Existing Peak Period Pedestrian Activity in City Center

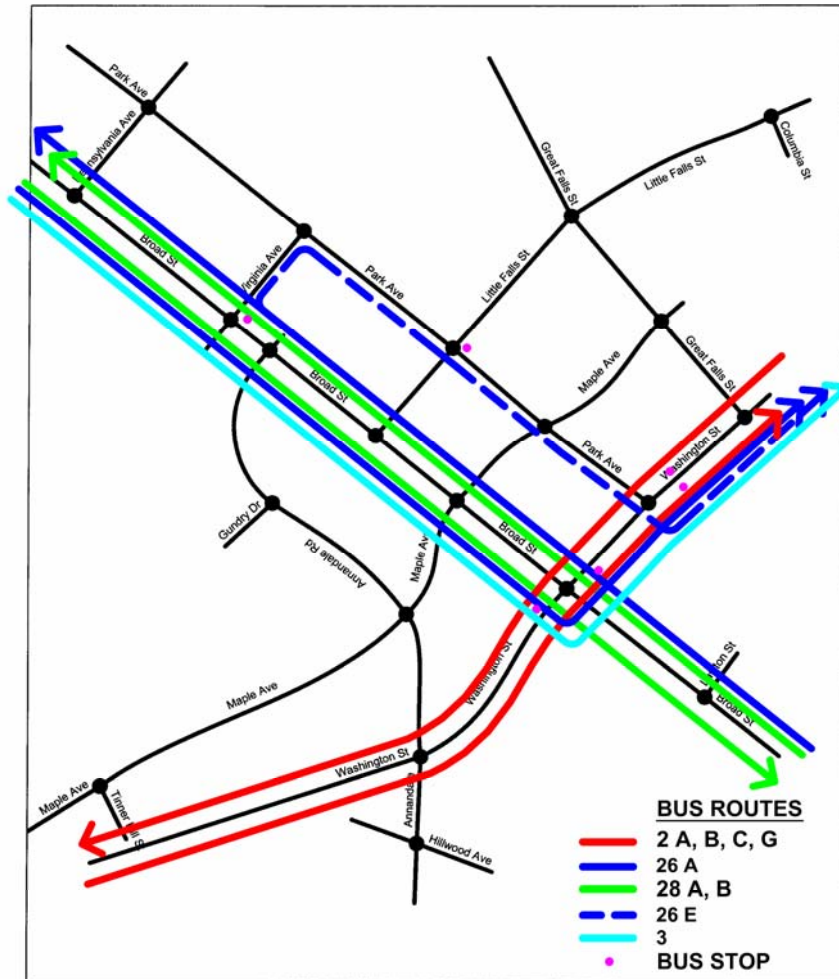


- Highest level of intersection crossing activity by pedestrians occurs at the intersection of Broad and Washington Streets during the AM peak period.
- Most crossing activity is higher during the PM than during the AM peak period.
- Between 30 and 50 pedestrians per hour cross at intersections along W. Broad Street within the study area during both peak periods.

## AM Peak Period 6:30-9:30

## PM Peak Period 4:00-7:00

## Existing Public Transportation in City Center

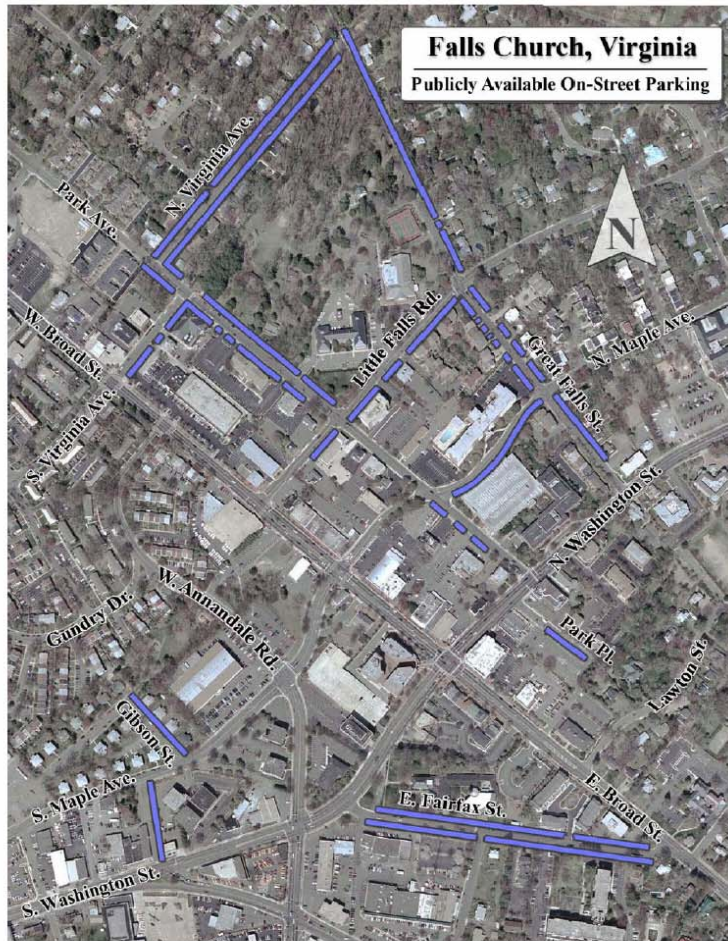


- Metrobus and GEORGE service routes are located in the City Center.
- Connection to East and West Falls Church Metrorail Stations are provided to the northeast and west of the study area, respectively
- The frequency of bus service runs 15 to 18 minutes along Broad and Washington Streets in the peak directions during the AM and PM peak periods.
- The GEORGE service supplements the regular WMATA service and penetrates the City Center area circulating through Park Ave and looping through the area with connections to the East Falls Church Metro Station.



# Existing Parking Facilities in City Center

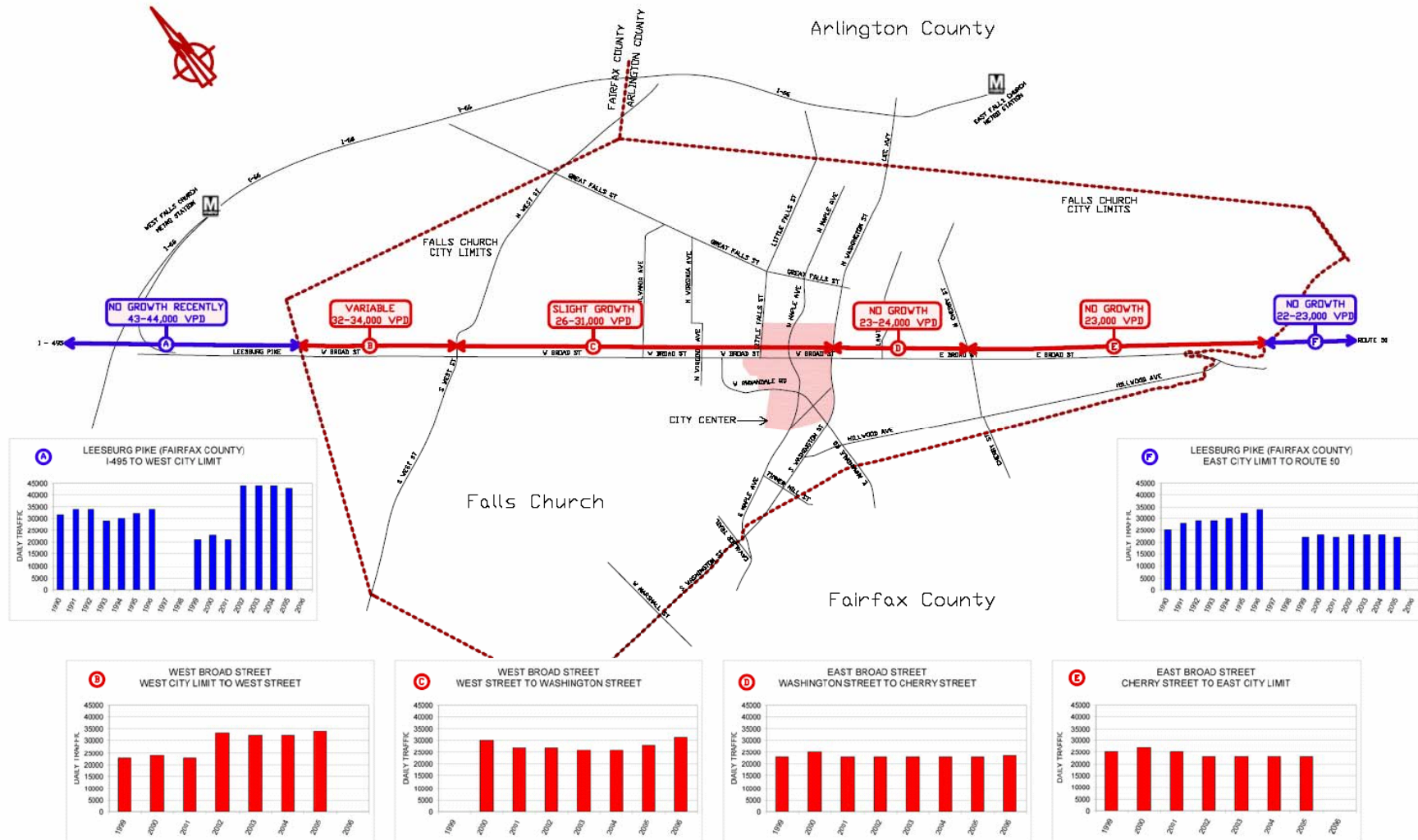
## Existing On-Street Parking



## Existing Off-Street Parking



# Trends in Daily Traffic along Broad Street

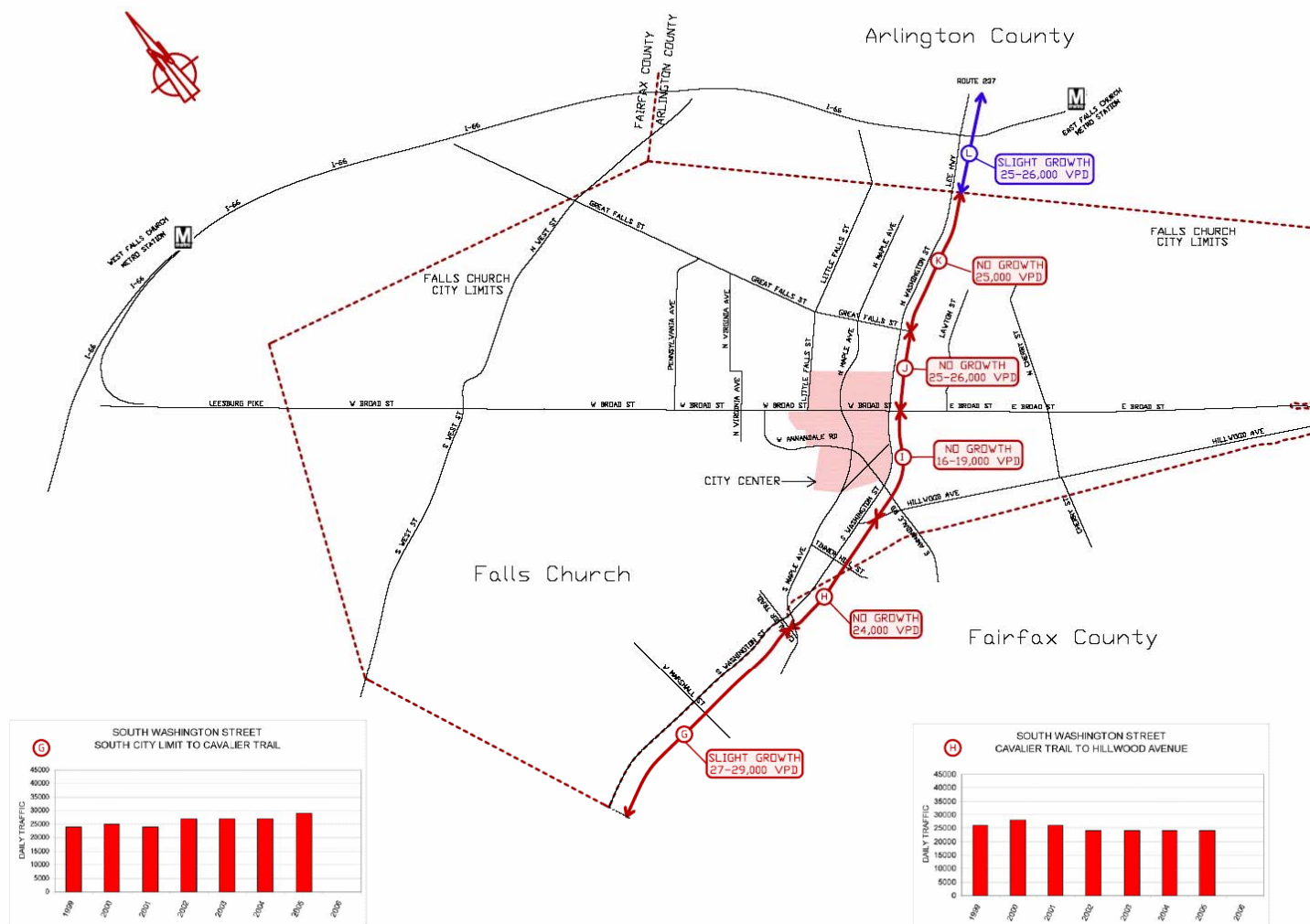


Source: VDOT traffic counts for all data except for data collected by the Clark Nexsen Team for 2006.

December 2006

**Broad Street  
Trends in Daily Traffic**





Source: VDOT traffic counts for all data except for data collected by the Clark Nexsen Team for 2006.

December 2006

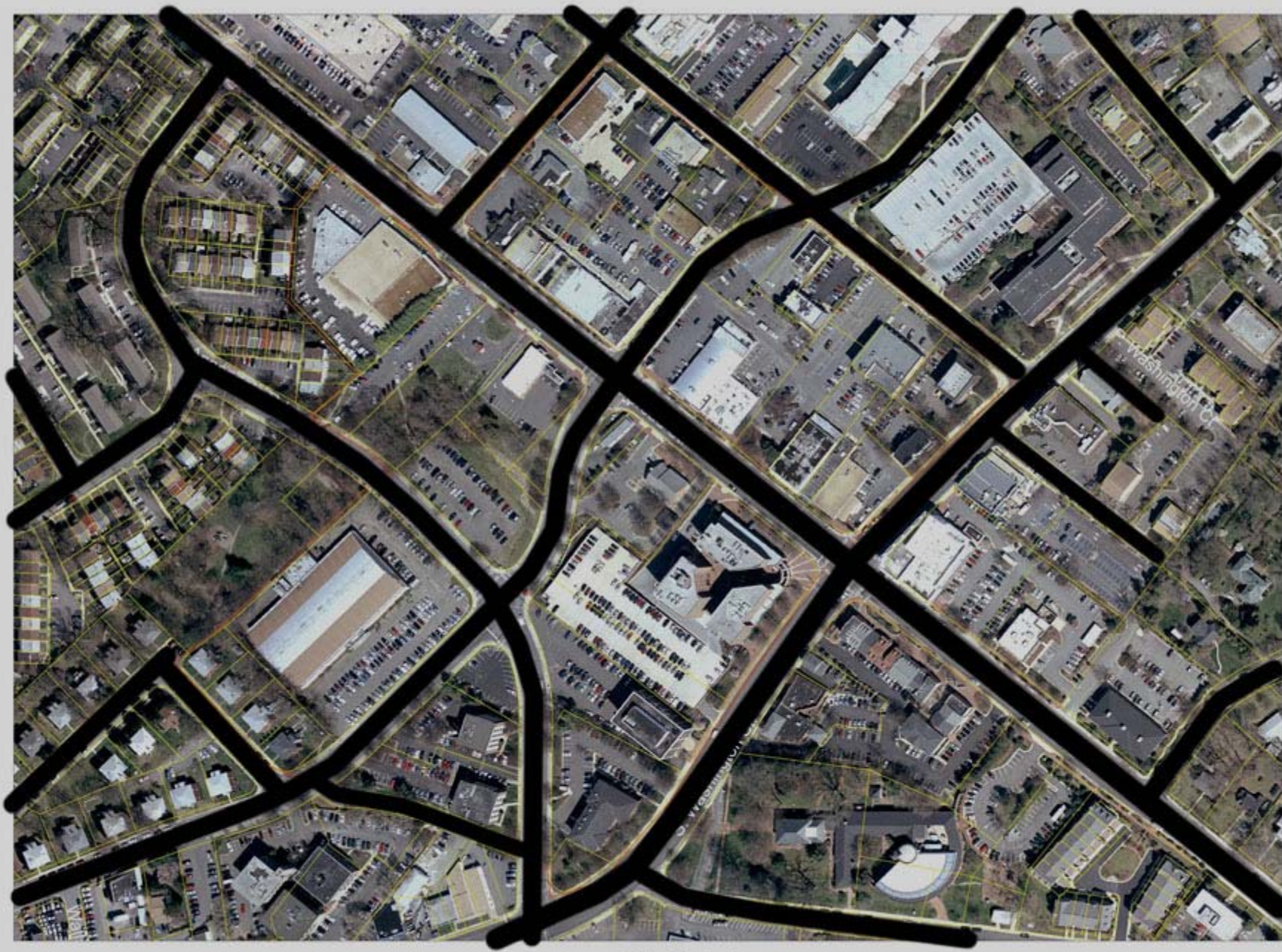
**Washington Street  
Trends in Daily Traffic**





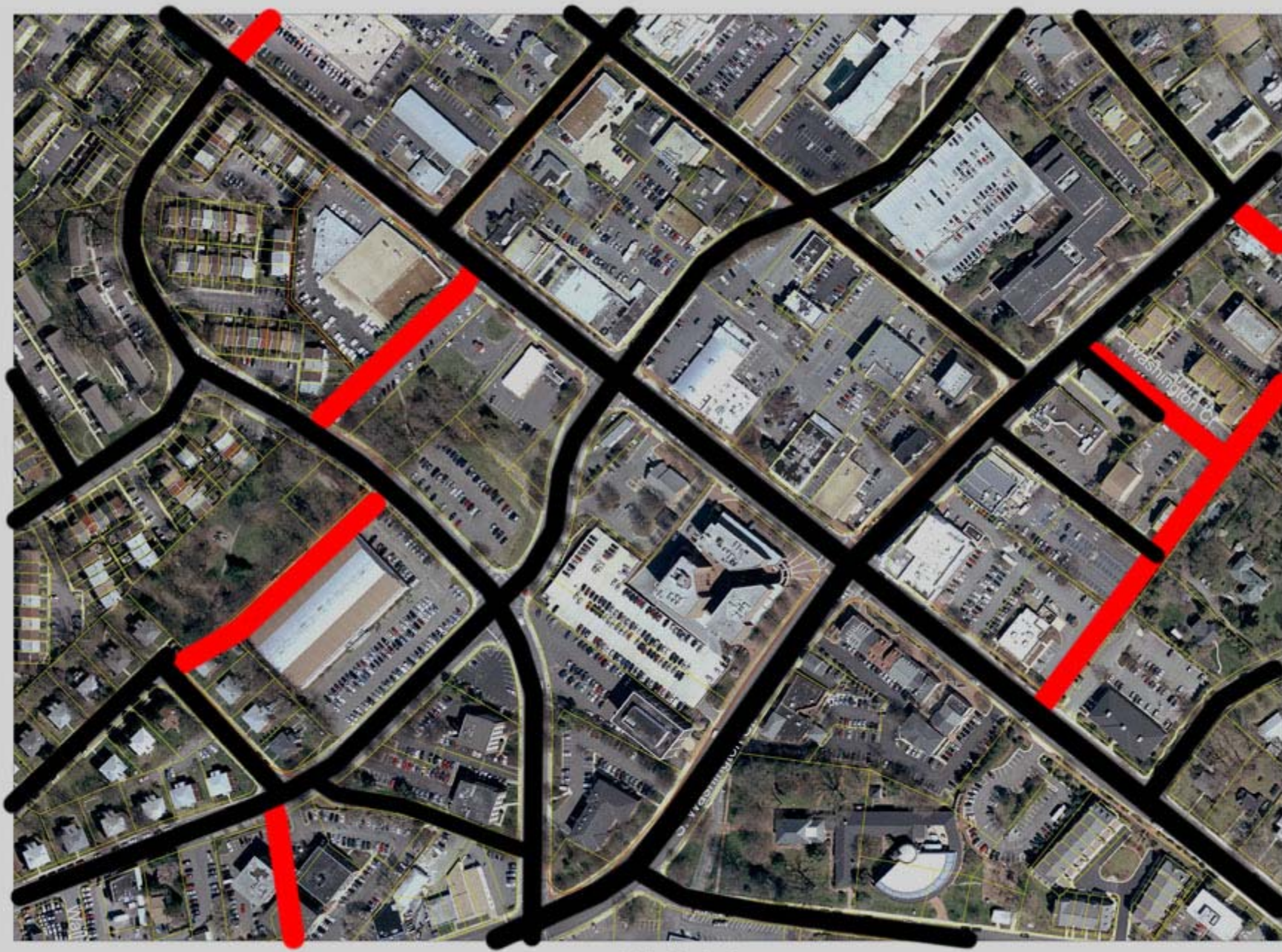
0 20 40 60 80 100  
feet





0 200 400 600 800 1,000  
Feet





0 50 100 150 200  
Feet





0 10 20 30 40  
1:800











